

GENTLEMEN'S DEPARTMENT.

WM. POWELL, LIMITED. 28, Queen's Road.

BOOTS & SHOES:—The following Boots and Shoes are made in Northampton of the finest English leather, which is especially selected for us by the trade Expert.

Being made on American lasts they insure Smartness and Comfort. Stocked in half sizes and two fittings.

This is absolutely the largest stock in the East.

Give us an order for a trial pair:

A GOOD ARTICLE IS WORTH A FAIR PRICE.

HERE YOU WILL FIND THE BEST.

HIGH GRADE GOODS.

Black Box Calf, whole golosh (Lace) ... pair	\$13.00
" Glace Kid (Two shapes) ... "	13.00
" Box Calf, Heavy Sole (Lace) ... "	14.50
" " no toecap " ... "	10.00
Brown Willow Calf, whole golosh (Lace) ... "	13.00
" Glace Kid (Two shape) " ... "	12.50 & 13.00
" " no toecap " ... "	11.50
" Russian Calf, Round Toe " ... "	12.00
" Willow Calf Heavy Sole " ... "	14.50
" Grain, Waterproof Shooting Boot (Lace) ..	17.50
Black Crup Shooters (Lace) ... "	13.00
Patent Leather Kid Top Lace or Button ... "	13.00
" Military Dress Boot, Spring Sides ..	13.00
" Oxford Dress Shoes... ..	6.00 8.50
" Pumps (Court Shoes)	6.00 8.50
White Canvas Boots	6.50 Bound Leather 8.50
" Shoes	4.00 to 7.00
Fawn Canvas Boot, Kid Lined and Bound ...	8.50
Brown Glace Kid Shoes	6.50 & 8.50
" Calf Shoe	9.00
Black Calf Shoe... ..	6.50
" Glace Kid Shoe	8.50
Brown Leather Shoe red rubber sole	8.50 10.00
White Buckskin Shoe "	10.00
" Canvas Shoe, "	6.00 to 8.00

Ladies' Department, 34, Queen's Road Central.

WM. POWELL, LIMITED. 28, Queen's Road.

SHIRTS:—

White Dress, Centre Stud Hole ... each	\$3.00 3.75 5.00 7.25
White, 2 Stud for Business Wear	3.25
White, Short Front	2.75 3.25
White Lawn, Soft Front	3.00
Superfine White Zephyr or Cambric, Soft Front Stiff Cuffs... ..	4.00
White Twill, Silk Finish, for Tennis	3.25
White Cellular with Detachable Collar ea.	2.50 3.00 3.50 3.75 4.00
White Cellular Stiff Linen Cuffs	3.75
Finest White Zephyr Tunics (Self Stripe) ...	4.25
White Mat (Self Stripe) Detachable Collar ...	3.75
Colored Print Tunics (Fast Collars) ... each	3.00 3.50 3.75
Superior French Print Tunics, Stiff Front and Cuffs ...	4.50
Best Coloured Zephyr & Oxfords (Tunics) best quality ea.	4.00 4.25
Colored Flannel Shirts, Detachable Collar ... each	6.50
" " Unshrinkable	8.50

ENGLISH HANDMADE NECKWEAR.

Fly End or handkerchief Ties each	1.00 to 2.50
Made up colored Silk Bows	75 cts. 1.00 1.25
Ascot Ties for Tying in a large Puff of Black Satin, Black Soft Silk, Black figured Silk, or Blue with White Spot Foulard ea.	2.50
Stock Ties for Riding, etc., each	1.25 1.50 2.50
A large Variety of Woven Silk Tubular, Bow Tie, all latest patterns each	1.00
A small Tie suitable for Bow or Knot in light and dark colors fine quality Silk	1.00 to 1.50
Four in hand or Derby Tie... .. each	75 cts. to 2.50
Etc., Etc., Etc.	

Everything for Ladies' & Children's Wear.

WM. POWELL, LIMITED. 28, Queen's Road.

HALF HOSE:—

Plain Black or Navy Cashmere ... pair	1.00 1.25 1.50
Fancy or Stripes, Cashmere, Silk and Wool, light and dark	1.50 1.75 2.00 2.25 2.50 2.75 3.00
Embroidered Cashmere for Dress Wear ... pair	1.50 to 3.00
Embroidered Silk for Dress Wear	2.75 to 6.50
Plain Black Silk	2.25 to 5.00
Tan Silk and Wool, Splendid value	1.75
Lisle Thread, Plain Black or White	1.00
" " (Openwork)	1.00 1.50
" Embroidered " for Dress Wear pair	1.75
Black Ribbed Imitation Silk pair	1.25
Fine Black Cotton, Embroidered doz. pairs	4.50
Pure Natural Wool 1/2 Hose pair from	0.85
Merino pair from	0.40
Warm Woollen for Winter Wear pair from	1.00
Tan Cotton " Hercules " Special pair	1.00
Hose for Shooting, Football, Cycling, Golfing etc., a large variety of Patterns, Scotch Knit pair	2.00 to 4.50

UNDERWEAR:—

English Balbriggan vests each	1.65 to 2.50
" " " pants "	1.85 to 2.50
India Gauze... .. vests "	1.25 to 1.50
" " " pants "	1.25 to 2.00
" Athletic Vests, no buttons "	2.00
Pink or Pale Blue Wool vests "	3.00 to 3.25
" " " pants "	3.00 to 3.25
Natural Undyed Wool... .. vests "	2.75 to 4.00
" " " pants "	3.00 to 4.25
Pure Natural Wool Unshrinkable vests "	4.50 to 5.25
" " " pants "	5.00 to 6.00

Everything for Ladies' & Children's Wear.

WM. POWELL, LIMITED. 28, Queen's Road.

RUGS:—

A splendid selection of Woollen Rugs, fringed	
6.00 7.50 8.50 10.00 12.50 14.00 16.00 20.00 25.00	
Reversible	9.00 12.00 15.00
Pure Wool, Scotch make	12.00 15.00 18.00 20.00
Tartans in all the leading Clans	15.00 17.50 22.00 24.00 25.00

TRUNKS & TRAVELLING REQUISITES:—

A large assortment of Trunks in various sizes, light or heavy weight each	from 17.50 to 45.00
Dress Baskets each	30.00 to 40.00
Small Trunks, suitable for Cabin use, in American Cloth, Mail Canvas and Leather, prices ranging... .. each	from 15.00 to 25.00
Tin Trunks in all sizes, Sole Leather suit Cases each	28.00 to 35.00
Fitted Dress suit Cases, sole Leather, containing pair best quality military hair brushes, hat brush, clothes brush, shaving brush in bottle, tooth brush in bottle, razor, strop, mirror, price	50.00 to 70.00
Gladstone Bags, best cowhide 20" to 30"	25.00 to 35.00
Fitted Bags, best cowhide... ..	70.00 to 90.00
Soiled Linen Bags with Brass Fittings and padlock	4.00 to 7.50
Waterproof Holdalls, Umbrella Cases, etc., etc.	
Luggage Straps, labels, etc. at moderate prices...	

SUNDRIES:—

Braces \$1.00 to 3.00 pair, Links and Studs of all kinds...	
Leather Belts, Pigskin 2.00 Football belts from 0.75	
Black Silk cummerbunds for dress wear ... each	3.00 3.25
Puggarees, 0.85 to 3.00... Hatguards, Armlets, etc....	

Everything for Ladies' & Children's Wear.

THE SHARE MARKET.

PAID UP VALUE	LAST DIVIDEND
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			BANKS.		QUOTATIONS.
Hongkong and Shanghai Banking Corporation.....	\$	125	{ Div. of 10/- & bonus of 10/- @ 1/8 = \$22.90 for half-year ending 31.12.1903	\$610 sa.	
National Bank of China, Ltd.....	£	8	3/6 = 52 for 1903.....	\$34 b.	
Do. Founders.....	£	1	None	\$50	
MARINE INSURANCES.					
Union In. Society of C'lon, Ltd.	\$	100	32 per cent = \$31 per share for 1902	\$480 s.	
China Traders' In. Co. Ltd.	\$	25	16 % = \$4 for year ended 30.4.1903	\$54	
North China In. Co., Ltd.	£	3	Final of £1 making £2 for 1902	Tls. 68	
Yangtze In. Association, Ltd.	\$	60	20 % = \$12 for 1901	\$130 s.	
China In. Office, Ltd.	\$	50	30 % = \$15 per share for 1902	\$175 sa.	
FIRE INSURANCES.					
Hongkong Fire In. Co., Ltd.	\$	50	52 1/2 per share for 1901	\$300 b.	
China Fire In. Co., Ltd.	\$	20	\$6 per share for 1901	\$90	
SHIPPING.					
Hongkong, Canton, & Macao Steamboat Co., Ltd.	\$	15	\$1 1/2 for half-year ending 31.12.1903 ...	\$27 1/2	
Indo-China S. N. Co., Ltd.	£	10	5 % = 10/- per share for 1902	\$85 b.	
China & Manila S.S. Co., Ltd.	\$	50	10 % = \$5 per share for 1900	\$23	
Douglas Steamship Co., Ltd.	\$	50	Div. of \$3 for year ended 30.6.1903 ...	\$33	
"Star" Ferry Co., Ltd.	{	{	\$1.20 = 12 % for year ending {	{	
	\$	10	60 cts. = 30 1/2 %	\$18 1/2 sa.	
"Shell" Transport & Trading Co., Ltd.	£	1	Interim of 1/- for 1903	19/- s.	
Taku Tug & Lighter Co., Ltd.	Tls.	50	Interim of 2 % for 1903	Tls. 36	
Shanghai Tug & Lighter Co., Ltd.	Tls.	50	Interim of 4 % = Tls. 2.00	Tls. 48 b.	
Do. Preference	Tls.	50	Interim of 3 1/2 % = Tls. 1.75	Tls. 46 b.	
REFINERIES.					
China Sugar Refining Co., Ltd.	\$	100	Fin. of \$7 making \$12 for 1901	\$107 b.	
Luzon Sugar Refining Co., Ltd.	\$	100	\$3 per share for 1897	\$10 s.	
Perak Sugar Cultivation Co., Ltd.	Tls.	50	5 % = Tls. 2 1/2 for year ending 30.9.03 ...	Tls. 50 sa.	
MINING.					
Punjom Mining Co., Ltd.	\$	11	None	\$1 s.	
Société Française des Charbonnages du Tonkin	Fr.	250	Interim of Frs. 30 for 1903	\$500 a.	
Raub Australian Gold Mining Co., Ltd.	£	10.10.	No. 12 of 1/- per share 28.1.01	\$6 1/2 b.	
Chinese Engineering & Mining Co., Ltd.	£	1	No. 2 of 1/- per share 26.10.03	Tls. 6	
DOCKS, WHARVES AND GODOWNS.					
Hongkong & Whampoa Dock Co., Ltd.	\$	50	\$6 div. & \$1 bonus for 1-year 30.6.03. {	\$202 b.	
S. C. Farham, Boyd & Co., Ltd.	Tls.	100	{ Interim of Tls. 5 for 1-year ending 31.10.1903	Tls. 138 1/2 b.	
Hongkong & Kowloon Wharf & Godown Co., Ltd.	\$	50	Interim of \$2 1/2 for 1903	\$95	
New Amoy Dock Co., Ltd.	\$	8 1/2	\$2 1/2 for 1902	\$37 1/2 s.	
Shanghai & Hongkew Wharf & Godown Co., Ltd.	Tls.	100	Interim of Tls. 5 for 1903	Tls. 207 1/2 sa.	
LANDS, HOTELS AND BUILDINGS.					
China Provident Loan & Mortgage Co., Ltd.	\$	10	8 % = 80 cents per share for 1903	\$9	

Investment & Finance Co. Ltd.	\$ 100	Final of \$6 making \$12 for 1903
Investment & Finance Co. Ltd.	\$ 20	\$2 for non share for 1903

West Point Building Co., Ltd.	\$	50	\$2.00 per share not 1903	\$35 s.
Hongkong Hotel Co., Ltd.	\$	50	Final of \$1.70 making \$3.20 for 1903	\$34 s.
Astor House Hotel Co., Ltd.	\$	50	\$6 for first 1 year 1903	\$146 s.
(Shanghai)				
Hotel des Colonies Co., Ltd.	\$	25	2½ % for year ending 30.6.03	\$26 ss.
(Shanghai)	Tls.	25	6 % for year ending 31.3.03	Tls. 14 ss.
Humphreys Estate & Finance Co., Ltd.	\$	10	9 per cent. for 1903	\$102½ b.
Shai Land Investment Co., Ltd.	Tls.	50	{ Final of 6 % & bonus of 4 % making } 16 % for 1903	Tls. 110
COTTON MILLS.				
Hongkong Cotton Spinning-Weaving & Dyeing Co., Ltd.	\$	10	{ Final of 60 cents, making \$1 for } 1903/1903	\$15½ s.
Ewo Cotton Spinning & Weaving Co., Ltd.	Tls.	50	8 % (for period ended 31.10.1903)	Tls. 31 s.
International Cotton Manufacturing Co., Ltd.	Tls.	75	Interim of 3 % on account of 1898	Tls. 25 b.
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls.	100	Interim div. of 4 % on acct. of 1898	Tls. 32½ ss.
Soy Chee Cotton Spinning Co., Ltd.	Tls.	500	4 % for period ended 31.12.1897	Tls. 170 s.
CIGAR AND TOBACCO COMPANIES.				
Alhambra, Ltd.	\$	500	25 % for year ending 30.6.1900	\$200
Philippine Co., Ltd.	\$	10	First year	\$20½ b.

Tobacco.....Tls. 20 Interim of Tls. 3 per share.....

MISCELLANEOUS.				
Green Island Cement Co., Ltd.	\$	10	12 %=\$1.20 per share for 1902	\$24½ ea.
China-Borneo Co., Ltd.	\$	12	First year	\$8½ b.
A. S. Watson & Co., Ltd.	\$	10	Interim of 5 % for 1903	\$14½ ea.
Watkins, Ltd.	\$	10	\$1 per share for 1902	\$7½ s.
Hongkong Electric Co., Ltd.	\$	10	90 cents for year ending 30.4.1903	\$12½ s.
Hongkong Electric Co., Ltd.	\$	5	45 cents for year ending 30.4.1903	\$7 s.
Hongkong & China Gas Co., Ltd.	£	10	10 % div. and 1 % bonus for 1902	\$140 b.
Hongkong Rope Manufacturing Co., Ltd.	\$	50	\$10 for 1903	\$150 ea.
Geo. Fenwick & Co., Ltd.	\$	25	15 per cent=\$3.75 for 1902	\$51
Hongkong Ice Co., Ltd.	\$	25	Interim of \$12 making \$16 for 1903	\$225 b.
Hongkong High-Level Tramways Co., Ltd.	\$	100	\$20 for year ending 31.11.1903	\$300
Dairy Farm Co., Ltd.	\$	6	\$1½ for year ending 31.7.1903	\$12½ b.
Campbell, Moore & Co., Ltd.	\$	10	Div. of \$24 for 1902	\$40 s.
Bell's Asbestos Eastern Agency, Ltd.	£	10, 12.6.		\$ s.

.....\$ 4 90 cents } for year ending 31.5.02

Hongkong Steam Water-boat Co., Ltd.	\$	10	\$29.70	1st year ending 31.10.03	\$210 b.
China Light & Power Co., Ltd.	\$	10	Final of 6% making 12% for year	...	\$152 s.
William Poyell, Ltd.	\$	10	None	...	\$5
Maatschappij de Nijl, Besch. en Landbouw Industrie in Langkat, Limited	Gulden	100	\$1 for year ended 30.6.1903.	...	\$98 s.
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	\$	50	5% interim dividend of Tls. 78 paid 15.12.1903 making so far Tls. 35 for the year ending 31.10.03	...	Tls. 305 s.
South China Morning Post, Ltd.	\$	25	First year	...	\$50
			First year	...	\$25

Telegraphic Address—"Rialto."

Telephone No. 148, P. O. Box No. 111.

Share Brokers.

NOTE:—b=buyers, s=sellers, sa=sales.

MacEwen
Frickel
& Co.

AGENTS IN THE FAR EAST FOR JOHN JEFFREY & Co. HERIOT BREWERY,
EDINBURGH.

FINE OCTOBER ALES.

A stock of JEFFREY'S fine OCTOBER BREW has now been landed and is being offered in
FIRKINS of 9 gallons;
KILDERKINS of 18 gallons;
HOGSHEADS of 54 gallons;
PINTS (7 doz. to the case).

Also JEFFREY'S popular EDINBURGH XXX TOUT in cases of 7 doz. pints.

OFFICE:
3, DUDDELL ST.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.

AND

CHINA MUTUAL STEAM NAV. CO., LTD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUR.
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 8th March.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 22nd March.
GLASGOW and LIVERPOOL	"ANTENOR"	On 24th March.
GLASGOW and LIVERPOOL	"DOPACK"	On 31st March.
GLASGOW and LIVERPOOL	"JASON"	On 5th April.
GLASGOW and LIVERPOOL	"ACHILLES"	On 10th April.

S.S. "TELEMACHUS" left Singapore at noon yesterday, and is due here on the 8th inst.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON and ANTWERP	"AJAX"	On 15th March.
LONDON and ANTWERP	"CLAUDUS"	On 15th March.
LONDON and ANTWERP	"PARLING"	On 24th March.
LONDON and ANTWERP	"MACHAON"	On 12th April.
LONDON and ANTWERP	"IDOMENEUS"	On 20th April.
LONDON and ANTWERP	"TELEMACHUS"	On 26th April.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, and NAGASAKI, KOBE and YOKOHAMA.	"NINGCHOW"	On 24th March.

S.S. "TYDEUS" left Victoria, B.C., on 21st inst. for Japan and Hongkong.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 4th March, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW, WEI-HAI-WEI and TIENTSIN	"KANSU"	10th March.
MANILA	"KAIPO"	11th "
SHANGHAI	"KAIPO"	11th "
KOBE	"KAIPO"	11th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	8th April.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with electric light. Unrivalled table. A duty qualified Surgeon is on board.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 7th March, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 12th Mar., at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 19th Mar., at 10 A.M.
PERLA	1980	A. H. Noley	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.
(GENERAL MANAGERS.)

Hongkong, 5th March, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRASAMHA"	5,197	W. E. Craven	Mar. 24, 1904.
"INDRAVELL"	4,899	R. P. Craven	April 24, "
"INDRAPURA"	4,899	J. T. Horne	"

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE.

STEAM TO CANTON.

S.S. "WING CHAI"
Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.
FARE:—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.
On Excursion Sundays, 1st, 2nd, 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.
WHARF—At the Western end of Wing Lok Street.
The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.
MING ON & CO.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 5th January, 1904.

THE New Twin Screw Steamers

Tons	Captain
"KWONG CHOW"	J. P. MARTIN.
"KWONG TUNG"	H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).
Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).
These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.
Passage Fare—Single Journey \$4
Meals (Each) 1
The Company's Wharf is a Short Distance West of the Harbour Master's Office.
SHIU ON S.S. CO., LD., and YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 17th February, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duty qualified Surgeon carried.
BUTTERFIELD & SWIRE, Agents.
Hongkong, 1st February, 1904.

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY SERVICE.

THE Commodious Steamer

"PAUL BEAU"

Captain Frangeul, leaves Hongkong for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following Days, leaving Canton at 5 P.M., taking Passengers and Cargo as usual and will shortly be followed by the Steamer "CHARLES HARDOUIN".

These Two Magnificent and Up-to-Date Steamers, are lighted with Electricity.
The Saloon is under European Supervision.
First Class European \$8.00
Second Class European 3.00
First Class Chinese 1.50
Second Class Chinese80
Deck30
The Company's Wharf is at the end of Queen Street, Praya West.

For further Particulars, apply to
J. LANDOLT, Agent,
THE PHARMACY, Queen's Road Central.
Hongkong, 6th February, 1904.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW
THE Company's Steamship

"THALES"

Captain Robson, will be despatched for the above Ports, TO-MORROW, the 8th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS, LAIRDALE & Co.,
General Managers.
Hongkong, 7th March, 1904.

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, SWATOW, HAKATA AND RANGOON.
THE Company's Steamship

"PENTAKOTA"

Captain R. N. Cooper, will be despatched as above TO-MORROW, the 8th instant, at 4 P.M.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 7th March, 1904.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship

"LOONGSANG"

Captain G. S. Weigall, will be despatched as above TO-MORROW, the 8th instant, at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 7th March, 1904.

FOR YOKOHAMA AND KORE.

THE Steamship

"BRISGAVIA"

Captain Schulte, will be despatched for the above Ports, on WEDNESDAY, the 9th March, at Noon.

For Freight, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 29th February, 1904.

FOR YOKOHAMA AND KOBE.

THE Steamship

"SAXONIA"

Captain Brehmer, will be despatched for the above Ports, on THURSDAY, the 10th instant, at 4 P.M.

For Freight, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 3rd March, 1904.

STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.

(With liberty to call at Philippine Ports.)
THE Steamship

"KENNEBEC"

Captain Geo. R. Wallace, will be despatched as above on or about TUESDAY, the 23rd inst.

For Freight or further information, apply to
STANDARD OIL COMPANY OF NEW YORK,
Oriental Freight Department.
Hongkong, 2nd March, 1904.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (With liberty to call at Philippine Ports).
PROPOSED SAILINGS FROM HONGKONG.

1904. About Early in April.
For Freight and further information, apply to
DODWELL & Co., LIMITED,
Agents.
Hongkong, 3rd March, 1904.

To be Let.

TO LET.

NOS. 4, 5, 6 and 9, AUSTIN AVENUE, KOWLOON, at moderate rentals, with immediate possession.

Apply to
HUMPHREYS ESTATE & FINANCE CO., LTD.
Hongkong, 29th February, 1904.

TO LET.

NOS. 6, BARROW TERRACE, KOWLOON. Available 1st March.

Apply to
THE SAM WANG CO., LD.
Hongkong, 5th February, 1904.

Intimations.

F. BLACKHEAD & CO.,
SHIP CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS,
16, DES VŒUX ROAD CENTRAL, HONGKONG.
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
J. HARTMANN'S PATENT'S GENUINE COMPOSITION RED HAND PAINT, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES.

FERGUSON'S SPECIAL CREAM

AND SPECIAL LIQUOR SCOTCH WHISKY.

FERGUSON'S KIND OF

LAUNCHES AND REQUISITES

MEANS TO BE PRICES.

Hongkong, 15th December, 1903.

LEVY HERMANOS.

Diamond Merchants, Jewellers and Watchmakers.

EASTMAN'S KODAKS AND FILMS.

Agents for "OMEGA" WATCHES.

"OMEGA" is the best "THREE YEARS" watch.

For every purchaser.

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER, 41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS AND ENLARGING AND COPYING in all sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903.

MEE CHEUNG,

PHOTOGRAPHER,

10, DES VŒUX ROAD, IN

THE HOUSE OF THE

GROUP AND VIEWS

as a specialty.

Hongkong, 15th September, 1903.

"Sanitas"

Purifying Agent

Indispensable in Hot Countries.

"Sanitas" Disinfecting Fluid

is non-poisonous and non-staining, and for general or personal use is thoroughly effective.

"Sanitas" Disinfecting Powder

is the best air purifier known, and a strong antiseptic and germicidal than carbolic acid, besides being pleasant and refreshing.

"Sanitas" Eucalyptus Soap

is specially recommended by the medical faculty for use in hot climates, because of its fine disinfecting qualities and its fragrance.

THE "SANITAS" CO. LTD.
BETHNAL GREEN, LONDON, E.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.
Hongkong, 22nd April, 1904.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD, HONGKONG.

CABLE ADDRESS,—Telegraph, Hongkong

THE leading English Newspaper in China. Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended, as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)	
One week \$ 2.50
One month 7.20
Two months 13.00
Three " 20.00
Six " 37.50
Twelve " 73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts..... 5 per cent.

6 " " " " " " " " " " " "

12 " " " " " " " " " " " "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages.
\$1 each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear. Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOB PRINTING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,
HONGKONG TELEGRAPH CO., LD.
1, Ice House Road,
Hongkong.

HONGKONG METEOROLOGICAL

SIGNALS.

A NEW CODE.

We have received from the Hongkong Observatory a new code of meteorological signals which comes into force at Hongkong on New Year's Day. They are the same as those at present in use at Shanghai, and will be hoisted on the mast beside the time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected. The signals are as follows:—

A cone point upwards indicates a typhoon to the North of the Colony.

A cone point upwards and drum below indicates a typhoon to the North-East of the Colony.

A drum indicates a typhoon to the East of the Colony.

A cone point downwards and drum below indicates a typhoon to the South-East of the Colony.

A cone point downwards indicates a typhoon to the South of the Colony.

A cone point downwards and ball below indicates a typhoon to the South-West of the Colony.

A ball indicates a typhoon to the West of the Colony.

A cone point upwards and ball below indicates a typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad weather in the Colony and that the wind is expected to veer.

Two lanterns hoisted horizontally indicate bad weather in the Colony and that the wind is expected to back.

The signals are repeated on the flagstaff of the Godown Company at Kowloon, and also, by day only, at the Harbour Office and on H.M.'s Receiving Ship.

LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching typhoons by means of the Typhoon Gun placed at the foot of the mast, which is fired whenever a strong gale of wind is expected to blow here.

NOTICE BOARDS.

Notice boards are placed at:—
Joint Cable Companies' Office.
Ferry Company's Pier, Ice House Street.
Blake Pier.
Police Office.
Harbour Office.
Ferry Company's Pier, Kowloon.

WEATHER-FORECASTS and STORM WARNINGS are exhibited on the above board daily about 11 a.m., and also at other hours, day

TELEGRAMS.

(Reuters.)

The Russian Fleet in the Red Sea.

LONDON, 4th March.

Fresh orders have been sent from St. Petersburg to Admiral Wrenniss, for the Russian squadron to remain in the Red Sea to watch for war ships and capture contrabanders.

Egypt's Neutrality.

The Egyptian Government decided on the 14th February that belligerents were not allowed to escort prizes through the Canal. It is presumed that this contributed to the release of the colliers.

The five Russian torpedo-boats which recently returned to Port Said have been ordered to leave again and have been refused further coal.

Suez Canal Blocked.

A Russian torpedo boat in passing the canal collided with and sank an Egyptian revenue cutter. It is expected the Canal will be blocked for 24 hours.

Egypt's Neutrality.

The Egyptian Government protests against Russian ships repeatedly oversteering time limits.

LATER.

The Tsar and King Edward.

Count Beckendorff, Russian Ambassador in London, who has just returned from St. Petersburg, where he has just been on a farewell visit to his son, who is starting for the front, paid a visit yesterday evening to King Edward for the purpose, it is believed, of delivering an autograph letter from the Tsar replying to one from King Edward in which he assures the Tsar that, despite the agitation of the Press and the "man in the street," the neutrality of Great Britain, in the present war between Russia and Japan, would be maintained.

The Russian Squadron at Port Said.

March 5th.

Admiral Wrenniss' squadron sails from Port Said for Cadiz to-day and will remain about the Mediterranean where the Baltic fleet will join it in June.

The torpedo boats, which are in a deplorable condition, remain at Port Said for repairs. The *Dmitri Donskoi* is in a most pitiable condition and the whole squadron shows a lack of efficiency.

(Der Ostasiatische Lloyd.)

Grand Duke of Baden Sick.

Berlin, 29th February.

The Grand Duke of Baden is confined to his bed, owing to weakness of the heart.

Japanese-Korean Treaty.

The Japanese-Korean treaty has been received here without opposition.

German South-West Africa.

The Kamerun punitive expedition has reached the Cross River, where new outrages were committed by the natives against the branch offices of the Nord-West-Kamerun Gesellschaft. Three employees of the latter have been killed and a number of factories destroyed.

The fortified position of the Herreros, east of Omaruru, was taken by storm after ten hours' fighting by the company under Captain Frike. The Herreros retreated. 2,500 cattle were taken. First Lieutenant Schultze is dead, eight men were wounded.

Funeral of Young Prince Henry.

The funeral of the youngest son of Prince Henry of Prussia took place to-day in Kiel, H.M. the Kaiser being present.

Neutral Ships and War Contraband.

Russia publishes a declaration about the "principles which she will observe with regard to neutral ships and war contraband."

Lake Baikal Railway.

The laying of rails over the ice at Lake Baikal has been completed.

President Loubet's Visit to Italy.

Berlin, 1st March.

President Loubet will be the guest of the King of Italy at Rome and Naples on the 24th of April. He will not visit the Vatican.

Great Britain in Persia.

Great Britain has obtained an important mining concession in Persia.

German-Italian Commercial Treaty.

On the occasion of signing the new German-Italian Commercial Treaty, H.M. the Kaiser and King Victor Emmanuel, as well as the Chancellor, Count Balow and Mr. Tittoni, the Italian Minister of Foreign Affairs, exchanged very hearty telegrams.

French Budgets.

The French Government has laid before the Chamber supplementary credits for the year.

gers of Education and Navy. The Ministers, M. Combes and M. Pelletan, are asking for a vote of confidence on this occasion.

(N. C. Daily News.)

Railway Progress in Korea.

Tokio, 1st March.

Japan has notified Korea that she will undertake herself the construction of the Seoul-Wiju railway, on account of its strategic importance. The section of this line between Seoul and Pyongyang will be completed shortly under military supervision.

Prize Courts in Japan.

Tokio, 2nd March.

A prize court has been created at Yokosuka, as well as at Sasebo.

Damage to the Manchurian Railway.

Tokio, 2nd March.

Two kilometres of the Harbin-Nikolsk railway, in the vicinity of Ninguta, have been destroyed, and the telegraphs to Vladivostok are interrupted.

Ninguta is roughly half-way between Harbin and Vladivostok.—Ed.

The Railway on the Ice.

Tokio, 2nd March.

Five locomotives and cars fell into Lake Baikal on the 28th ultimo. Four officers and twenty-one men were killed outright.

Trouble Brewing in Manchuria.

Peking, 3rd March.

Several hundred Chinese coalminers at Wushan near Hsien-tsin have gone on strike against the Russians.

A secret organisation composed of Polish Jews, refugees from Harbin, and fugitive convicts from Siberia is projecting a movement against the Russians. Its leader is energetically collecting twenty-five thousand foreign desperadoes and Chinese miners and bandits for this purpose.

An Anti-Taxation Riot in China.

Chinsingchou, March 3rd.

There is rioting here against the taxation in pay the indemnities, and the yamen of the sub-prefect was looted last night.

The New Diet.

Tokio, March 2nd.

The general elections took place yesterday, and passed off quietly.

March 3rd.

An extraordinary session of the Diet is convened for the 18th instant and is to last ten days.

It is reliably stated that all taxes are to be raised more or less. Taxes on salt and on silk are also proposed, but this is not yet decided. The Customs tariff remains untouched.

Providing The Money.

Tokio, 2nd March.

An extraordinary Cabinet Council was held this afternoon at which the war taxes were discussed. Including the land, income, tobacco, and silk taxes, a sum of between sixty and seventy million yen is expected to be raised. The Seoul-Wiju railway will be undertaken out of the extraordinary military funds.

Japan's Defence.

Tokio, 2nd March.

Japan has issued a declaration utterly contradicting Russia's recent manifestoes.

CLAIM BY THE NATIONAL BANK OF CHINA.

At the Supreme Court this morning, before the Chief Justice (Sir W. M. Goodman) and a special jury, the National Bank of China sought to recover from Chee On and Co., coal merchants of 23, Li Yuen East Street, and Chan Lui Chui, trading as the Wing On firm of Kobe, the sum of \$64,000 odd due on bills of exchange drawn in Japan for payment in Hongkong, which were dishonoured, and charges incurred in connection therewith.

Mr. E. H. Sharp, K.C. (instructed by Mr. H. W. Looker, of Messrs Deacon, Looker and Deacon) appeared for the Bank, while Mr. M. W. Slade (instructed by Mr. C. D. Wilkinson, of Messrs Wilkinson and Grist) represented the defendants.

The following special jurors were sworn:—Messrs H. E. R. Hunter (Hongkong and Shanghai Bank), W. M. Watson (J. D. Hutchinson and Company), W. J. Saunders (Union Insurance Company), H. A. Fuchs (Siemens and Company), C. H. Thompson (Ross and Company), N. Mumford (Lloyd's Register) and A. Howard (D. Sassoon & Co.).

The two defendants were brothers, one trading under the title of Chee On and Company, in Hongkong, while the other Chan Lui Chui carried on business in Japan. For some years past Chan Lui Chui had been sending shipments of coal from Japan to his brother in Hongkong, and it was his practice to draw bills of exchange on the National Bank of China against these shipments. From 1898 to 1901 about \$300,000 had been drawn in this way, and all the bills were duly accepted and paid by Chee On and Company. In May, June and July 1901 the bills, forming the subject-matter of this action, were drawn and amounted to about \$64,000, but were dishonoured. The brother in Japan had not sent any coal down during those months, and consequently his brother in Hongkong refused to pay the bills. When the first bill was dishonoured the defendant in Kobe deposited with

the Bank in Kobe, as security, the title deeds for the mining rights he had. The defendant apparently held these deeds, as mortgagee from the owner, Soga Kenjiro. It was then arranged that defendant should execute a formal transfer of his mortgage when called upon to do so by the Bank. Thenceforth several interviews were held between the defendant and the Bank, in which defendant took up a position that he would pay but wanted time. Finally, instead of executing a formal assignment, it was arranged that defendant should procure from Soga Kenjiro a new mortgage made direct with the Bank leaving him out of the mortgage. This mortgage had been made, with several special provisions, under which defendant undertook certain obligations which were clearly set forth. So far no money had been paid, either for the dishonoured bills, or for the charges incurred in connection with them.

In his statement of defence, Chan Lui Chui admitted that, in consideration of advances made to him by the plaintiffs he agreed that the amounts should be sent and paid to the Bank in Hongkong, but he denied that the documents were bills of exchange as alleged. He made various allegations against plaintiffs of unnecessary delay and negligence, and denied that he was liable as surety, or in any other respect under the mortgage.

To this plaintiffs replied that the execution of the two mortgages was the wrongful act of Soga Kenjiro in breach of the terms of the mortgage of 27th August, 1901, and maintained that Chan Lui Chui was bound jointly with Soga Kenjiro respecting the fulfilment of the terms of that mortgage.

Mr. Sharp, having read the pleadings, said that upon them the following issue was settled:—Assuming for the purpose of this issue that the translation of the mortgage, dated 27th August, 1901, is a true translation of the said mortgage, and that the law of Japan allows priority to mortgages of the same property according to their respective dates of registration is the Bank entitled under the said mortgage to recover from Chan Lui Chui such portion of Yen 72,000 thereby secured as is claimed in the action? Counsel proceeded to give a history of the transactions and called evidence, after which the case was adjourned.

THE NELSON OF JAPAN.

ADMIRAL TOGO.

More perhaps is heard and known in this country of the army of Japan than of her sister service, but without her navy she would not be the centre of the world's interest as she is to-day.

Admiral Togo, the man in chief command at sea of her splendid fleet, is likely to be one of the foremost figures of our time; for on him will devolve, in all probability, as prodigious a responsibility as fell to the lot of Nelson in our own national history.

It is his destiny to wield one of the finest, one of the most formidable instruments ever forged. In her navy Japan has created, in less than ten years, as perfect and as tremendous a fighting machine as any on the globe. At this perilous crisis in her fortunes she has chosen to place the working of this machine in the hands of Admiral Togo—a choice, we may be sure, that has been made with the utmost deliberation and after a complete survey of all the possibilities of the situation. Japan feels this as a matter in which there must be no mistake, and the unanimous approval of the nation expressed on his appointment to the chief command shows that he is regarded as the right man in the right place.

A SIMPLE GENTLEMAN.

Admiral Togo is now about fifty-five years of age. His senior in rank, Admiral Count Ito (not to be confused with his namesake Marquis Ito), who was in chief command of the navy during the China-Japanese war, and is now Chief of the Naval Headquarters Staff in Tokio, is also a Satsuma samurai, and formerly the whole Japanese fleet was officered and manned by the Satsuma, in the same way that the Japanese army was drawn from the Choshu clan. Nowadays, neither navy nor army is entirely given over to these, the two most powerful of the clans of Japan; but many men from all over the Empire are to be found in both services. When Togo entered the navy, however, its whole personnel was Satsuma.

Admiral Togo received a great part of his education at the Naval College, Greenwich, where he went through the regular courses of instruction current some thirty odd years ago. He thus understands a good deal of the history, training and traditions of the British Navy, and he has brought the knowledge, thus acquired, to bear on his own with excellent effect. Returning to Japan he was employed in various capacities. In 1894, when war broke out between China and Japan, he was in command of the *Naniwa*, a cruiser of 3,650 tons, one of the vessels composing what was then known as the First Flying Squadron of the Japanese navy. During the war he greatly distinguished himself and earned the reputation of being a first-class fighting man.

HIS POSITION TO-DAY.

After the war he was raised to the rank of Rear-Admiral and promoted to the third command in the Japanese fleet. Prior to his present appointment he was commander-in-chief at Maizuru, a dockyard on the Sea of Japan. Maizuru is not one of the largest yards in the Island Empire, but it may become of great importance as a suitable port from which troops can be despatched to Korea owing to its comparative nearness to that peninsula. His present rank is that of Vice-Admiral.

All information with respect to the Japanese fleet has been absolutely withheld for the past few weeks by the censor so that it is not quite certain on which ship Admiral Togo has hoisted his flag, but it is understood that the *Hatsuse* is the vessel. The *Hatsuse* is a sister ship to the *Mikasa*; that is to say, she is one of the

largest and most powerful battleships afloat, having over 15,000 tons displacement.

In person Admiral Togo is a short, somewhat stout man, with full black beard and moustache, and a distinctively Japanese appearance. He is not a great talker; indeed, in manner he is somewhat reserved. Above all, he is a cool, resolute, determined, and very courageous sailor, quick and alert of perception, but calm and unprecipitate in action. He knows his fleet well—knows what it can do to nicety. He knows the spirit and temper of his men, freshly and passionately moved at this time by a consuming fever of patriotism. Japan confidently expects much from him and them and has no fear that they will disappoint her fervent anticipation.

ROBERT MACHIRAY
(in Penang Gazette).

RICKSHA COOLIES ON STRIKE

AT MACAO.

Visitors to Macao for the week end were put to some inconvenience this morning by not being able to secure a single ricksha for the journey from the hotels to the steamer's wharf. As a rule rickshas at Macao are plentiful and there is never a dearth of them especially on Saturdays and Mondays when they appear to turn out on the public roads in full strength in the assurance of a harvest time with the number of visitors from Hongkong. This morning, however, not a single public wheeled vehicle was plying for hire, and the cause of their absence was ascertained to be the fact that the coolies had all gone on strike in protest against the fines imposed upon them for minor breaches of the law. It was mooted last night that the men would stop work to-day, and it is not a little surprising that, having had previous knowledge that the coolies contemplated a cessation of work en masse to-day, the Portuguese authorities did not take timely action to compel the vehicle-owners to comply with the terms of their licences.

It will be remembered that not long since in Hongkong the ricksha coolies resorted to similar action for an alleged like reason, but the prompt and energetic efforts on the part of the police authorities soon brought the irrefragable coolies to their senses.

RUSSIA AND NEWCHWANG.

In the House of Commons on the 4th ult. Mr. J. Walton asked whether the native Customs at Newchwang, which, under the protocol to which Russia was a signatory, are to be administered by the Maritime Customs, have been removed by Admiral Alexieff from the control of Sir R. Hart by the dismissal of the Russian in charge, who was appointed by Sir Robert Hart, and the appointment instead of a Russian Government official from Dalny; and if so, what steps the Government were taking with a view of securing the due observance of the provisions of the protocol. Earl Percy: We have heard that the Russians have removed a number of Maritime Customs clerks from the administration of the Native Customs at Newchwang, and replaced them by nominees of their own. Representations have been made to the Russian Government.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	1/10 1/2
Do. demand	1/10 7/16
Do. 4 months' sight	1/10 1/16
France—Bank T.T.	2/34 1/2
America—Bank T.T.	45 1/2
Germany—Bank T.T.	1/91
India T.T.	1/38 1/2
Do. demand	1/39
Shanghai—Bank T.T.	71
Japan—Bank T.T.	92
Singapore—Bank T.T.	Nominal
Java—Bank T.T.	1/12 1/2

Buying.

4 months' sight L/C.	1/10 1/2
6 months' sight L/C.	1/11
30 days' sight San Francisco & New York	46
4 months' sight do.	46 1/2
30 days' sight Sydney and Melbourne	1/114
4 months' sight France	2/39 1/2
6 months' sight do.	2/41
4 months' sight Germany	1/95 1/2
Par Silver	2/26 1/2
Bank of England rate	4 1/2

To-day's Advertisements.

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR KOBE AND YOKOHAMA.

THE Steamship

"BRAEMAR,"

Captain S. L. Saxby, will be despatched for the above Ports, TO-MORROW, the 8th inst., at Noon, instead of as previously advertised.

For Freight, apply to

SHEWAN, TOMES & Co.,

General Agents.

Hongkong, 7th March, 1904. [309]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAICHING,"

Captain Hodgins, will be despatched for the above Port, on WEDNESDAY, the 9th inst., at 10 A.M.

For Freight or Passage, apply to

DOUGLAS, LAPRAIK & Co.,

General Managers.

Hongkong, 7th March, 1904. [345]

To-day's Advertisements.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

The Company's Steamship

"ARMAND BEHIC,"

Captain Flandin, will be despatched for the above Ports TO-MORROW, the 8th inst., at 6 A.M.

For Freight or Passage, apply to

G. DE CHAMPEAUX,

Agent.

Hongkong, 7th March, 1904. [9]

S.S. "ARMAND BEHIC."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex S.S. *Dordogne*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 14th inst., at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before the 14th March, or they will not be recognised. All damaged packages will be examined on MONDAY, the 14th inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 7th March, 1904. [9]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"LAISANG,"

Captain E. J. Tadd, will be despatched as above on WEDNESDAY, the 9th inst., at 3 P.M., instead of as previously advertised.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 7th March, 1904. [319]

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PENTAKOTA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., TO-DAY, the 7th inst., will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,

Agents.

Hongkong, 7th March, 1904. [344]

THE "UP-TO-DATE SHORTHAND"

require several

LADIES AND GENTLEMEN

as

SECRETARIES AND EXAMINERS.

One month's training. Good Remuneration.

Studio at

WATKINS BUILDINGS,

Near G. P. O.

Personal application only to the Principal,

WARWICK PEELE.

Hongkong, 4th March, 1904. [332]

THE

"UP-TO-DATE SHORTHAND"

has reached Hongkong, where a Permanent Studio has been opened at WATKINS BUILDINGS, near G. P. O., Queen's Road Central, Hongkong.

1ST LESSON write any Word.

4TH LESSON write 40 Words a Minute.

11TH LESSON write 120 Words a Minute.

21 LESSONS to Completion of Full Course.

TERMS: \$50, or by Instalments. NO BOOKS TO BUY, or other Payments to make.

May be learned in One Month; the very Dullest in 12 Weeks.

OUR ANSWERS TO QUESTIONS OFTEN ASKED ON THE

"UP-TO-DATE SHORTHAND."

Can it be learned as well by post as at your Studio? ... YES.

Can a person of ordinary intellect master it in six weeks? ... YES.

The full course to completion and fast writing in six weeks? ... YES.

Do you examine us on each lesson? Personally or by post? ... YES.

Is it easy to learn and to read? ... YES.

Is it accepted by Government Offices the world over? ... YES.

Do you give a certificate of competency on completion? ... YES.

Do you supply a lesson book to each pupil and show the date each lesson is given? ... YES.

Then this is proof of the pupil's progress; and before receiving the 12th lesson I must write 120 words a minute? ... YES.

Shall I be competent to write a shorthand letter and make notes? ... YES.

At the third lesson within one week? ... YES.

The pupils take as long as they like between the lessons; they master one and then come (or send if a Postal Pupil) for the next.

Intimations.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

OUR SHERRIES

ARE
GUARANTEED
PURE
XERES
WINES.

SPECIALLY SELECTED FROM THE
FINEST VINTAGES.

PRICES:—

- B. SUPERIOR PALE DRY, Dinner**
Wine, Green Seal Capsule ... \$12.00
- C. MANZANILLA, PALE NATURAL SHERRY, White**
Capsule ... 13.50
- CC. SUPERIOR OLD PALE DRY, NATURAL SHERRY, Red Seal Capsule** ... 16.00
- D. VERY SUPERIOR OLD PALE DRY, Choice Old Wine, White Seal Capsule** ... 18.00
- E. EXTRA SUPERIOR OLD PALE DRY, Very Fine Quality (old bottled), Black Seal Capsule** ... 27.00

A. S. WATSON & Co.,
LIMITED.

THE HONGKONG DISPENSARY.

ESTABLISHED 1841.

Hongkong, 5th March, 1904.

TELEPHONE NO. 254.
CABLE ADDRESS: "ACHEE," HONGKONG
A. B. C. CODE, 4TH EDITION

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣
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PROMPT RETURN.

Hongkong, 8th January, 1904.

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TELEGRAMS: "CARMICHAEL," Hongkong.
A. B. C. Code, 4th Edition.

A. 1 Code.
Lieber's Standard Code.
TELEPHONE, 232.
Hongkong, 20th March, 1903.

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

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All communications intended for publication in
The "HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Ice House Road, and
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Address.
Ordinary business communications should be addressed
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The Editor will not undertake to be responsible for
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The Hongkong Telegraph

HONGKONG, MONDAY, MARCH 7, 1904.

LOCAL AND GENERAL.

SIR Thomas Jackson has joined the board of
the Union Discount Company of London.

THE *N. C. D. News* hears that there is some
likelihood of Mr. Kipling coming out to the
East to the theatre of war.

THE death has occurred at Hamburg of Mr.
Augustus Brandt, senior partner of the well
known London banking firm of William
Brandt, Sons and Co.

A NUMBER of the contemporaries of Sir John
Anderson, the newly appointed Governor of
the Straits Settlements, have decided to enter-
tain him at a banquet before his departure
from England.

REPORTS from Tonkin announce that 1903-4
winter rice crop has been an exceedingly pro-
ductive one, the abundance of which will com-
pensate in a large measure for the poor results
obtained in 1902.

VICE-ADMIRAL Sir Gerard U. Noel, K.C.B.,
the new Commander-in-Chief on the China
Station, left London on the 5th ult. by the P.
and O. steamer *Mongolia*, en route for Hong-
kong, to assume the duties of his post.

THE board of directors of the Hamburg
American Line has resolved to contract for a
considerable number of new steamships for its
East Asiatic and West Indian and South
American lines. All these boats will be
furnished with the latest improvements.

WE have received the following notice, dated
Chefoo, the 20th of February: "We are sorry
to notify our readers that, owing to the break-
down of the large printing press of the Chefoo
Printing Office, we will be unable to continue
the weekly issue of the 'Chefoo Express' until
further notice.—Gardner & Co., publishers."

THE following is the return of visitors to the
City Hall Library and Museum for the week
ending 6th March, 1904:—

	Library	Museum
Non-Chinese	231	65
Chinese	97	3,319
Total	328	3,384

MESSRS. S. C. Farnham, Boyd & Co., Ltd.,
launched from their yard at the International
Dock the other afternoon a steel screw tug-boat
of the following dimensions: length 31 ft. 7 in.;
breadth moulded 14 ft. 6 in.; depth moulded 8 ft. 6 in.
The boat was built to the order of Messrs.
Hopkins, Dunn & Co. The name of the
vessel is *Lingkong*.

ADMIRAL Sir E. H. Seymour, Commander-in-
Chief at Devonport, had an awkward experience
on 2nd ult. In company with his flag lieutenant,
he was going up the Hamoaze in his
launch, when, near the torpedo school-ship
Reefance, the top of the condenser tanks was
blown off. The launch was enveloped in steam
and rendered powerless, but no one was injured.

A Dr. Elliott, of Sydney, is said to be in pos-
session of concessions giving him proprietary
rights as respects any mineral or other "good
things" which may exist in any part of Por-
tuguese territory in Timor Island. If this be
so, it will be rather a checkmate for a well-
known Port Darwin resident who recently
took passage in the *Eastern* for Timor Island
with, so it is rumoured, a somewhat similar end
in view.

LORD Henry Thynne whose death has been
announced had travelled in the Far East,
spending some time in Hongkong, Shanghai
and Japan, where he left many friends who
had appreciated his geniality. Simultaneously
with the interment of the deceased peer at
Findon, a memorial service was held at St.
Michael's Church, Chester-square, the Rev.
Canton Fleming officiating.

SCHEMES to increase the facilities of Thursday
Island as a coaling station are said to be in the
air, involving a further very large expenditure,
and the need of extended fortifications. There
seems to be a remarkable official blindness,
remarks a contemporary, as regards the natural
facilities offered by Port Darwin in this con-
nection, where there is safe anchorage for the
largest vessels afloat, and which might be
easily fortified.

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

JAPANESE agents are purchasing cavalry horses
in British Columbia, also in the North-West
Territory.

It is proposed in Government circles at Pek-
ing, says a Peking telegram received by the
Tokyo Asahi, to engage Prof. Jenks, of the
International Monetary Commission of the
United States, who is now staying at the Chi-
nese capital, as financial adviser, with a view to
entrusting to him the readjustment of the
affairs of the Finance Department. It has not
yet transpired whether the proposal will be
definitely adopted or not.

THE Statistical Department of the Customs
forwards a copy of the *Customs Gazette* for the
fourth quarter of last year. The comparative
statement of the total amount of dues and
duties collected during the quarter in 1903 and
1902 is as under, in Haikwan taels:—

	1903.	1902.
Chinese ports	7,899,888	8,177,894
Kowloon and Lappa	186,609	157,114
Lungchow, Mengtze, Sze- mao, and Tengyueh	66,400	57,644

Total

The total collection at Shanghai during the
quarter was Tls. 2,592,934 against Tls. 3,199,503
in the same quarter of 1902.

THE suit of José Gerena and Teodora Carranza,
Spanish subjects, trading together as Gerena &
Co., against Messrs. Gibb, Livingston & Co.,
came on for hearing before Sir Hiram S.
Wilkinson (Chief Justice) in the Shanghai
Supreme Court on 3rd inst. The claim was in
respect of the supply of a quantity of logs
shipped from Manila on a contract. Plaintiffs
admitted that all of the logs supplied did not
comply with the specification in the contract,
but as some of the logs had been taken over
they claimed to be paid at the rate originally
fixed, less certain deductions. Mr. Jones
argued the plaintiffs' case at considerable
length, and ultimately the parties agreed to refer
the question of the amount due to an expert.
The hearing was adjourned accordingly.

AT THE PLAY.

LAST APPEARANCE OF THE DALLAS CO.
On Saturday evening the Dallas Company
gave their final performance prior to their de-
parture for Shanghai. A crowded house gave
an enthusiastic greeting to the "Messenger
Boy," applause was general and encores num-
erous. An impromptu gathering was held at
the close of the performance, to give the double
occasion, of the last of the successful perform-
ances of the Company and also the anniversary
of the marriage of Mr. and Mrs. Vallance, the
popular manager of the troupe. After the fall
of the curtain the stage was cleared, light
refreshments were served, and an impromptu
dance was organised, a good number of guests
being present. Mr. Percival Knight made a
short speech, and the health of the Manager
and Mrs. Vallance was drunk with mus-
ical honours. On the suggestion of Mr.
Fengelly, the hat was passed round in aid
of the Pearson's Fresh Air Fund, a sum of
more than £6 being collected. This has been
forwarded to London and will eventually pro-
vide means of giving a number of little Cockney
waifs a day in the country. The Company
leave for Shanghai to-morrow, where it is to
be hoped a similar success to that which has at-
tended their efforts in this Colony will be
accorded to them. After playing a month
in the Northern port, the Dallas Co. return
to Hongkong, where playgoers will greet it with
renewed pleasure. It is expected that the next
performance by this Company in the Theatre
Royal will be early in May next.

THE ROYAL HONGKONG
GOLF CLUB.

From the report to be presented at the annual
meeting, we learn that during the past year,
106 resident members joined the Club. Res-
ident members now number 350. The cham-
pionship for 1903 was secured by Mr. C.
E. H. Beavis, who defeated Mr. W. W. Clark
in the final by 2 up and one to play. The
Captain's cup, presented by Mr. W. J. Saunders
in 1902, was won by Mr. W. W. May. The
Admiral's cup presented by Admiral Sir Cyprian
Bridge, was won by Mr. C. E. H. Beavis. The
Professional Pairs competition was won by
Messrs. C. W. May and N. J. Stabb. The
captain of the Club, Mr. W. H. Robertson,
presented the Captain's cup to be played for
during the year and to be won finally in March,
1904. The Richardson cup was won twice by
and became the property of Dr. W. L. Martin,
who presented a cup to be called the Martin Cup
to be played for under similar conditions to
those attending the Richardson Cup competition.

HONGKONG AND THE PLAGUE.

Following is from an article in *The Journal*
of Tropical Medicine:—In Hongkong the
deaths from plague during the first six months
of the year numbered over 1,000, and during
the latter half of the year only about 100. In
Hongkong the Governor (Sir Henry Blake)
made an attempt to teach the Chinese how to
deal with plague in their own houses, so that
the troublesome and vexatious necessity of
removal of contacts and suspects, &c., might
be done away with. To attempt to get rid of
plague on such lines as these can only end in
failure; for it may be safely said that no people
in the world—white or coloured—have yet at-
tained to so high a state of civilisation, or
knowledge of public health, as to render the
success of such a scheme even feasible.

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

THE WAR.

ARRIVAL OF THE "PASCAL" AT
SAIGONEXTRAORDINARY STATEMENT OF HER
COMMANDER.

Le Courrier Saigonnais, in its issue of the
27th ultimo, gives an account of an inter-
view with Commandant Sennés, the captain
of the French cruiser *Pascal*. This warship
arrived at Saigon on the 26th February,
from Chemulpo, with part of the refugee
officers and men from the Russian warships
Varyag and *Korietz*. Two of the senior
naval officers are to be the guests of the
French commandant in command of the
station, two captains are to be put up at the
Army Club, the junior officers will stay at
the Hotel Continental, and the petty officers
and men will be accommodated in barracks
erected in the Botanical Gardens.

In his account of the action at Chemulpo
our French confrère, Commandant Sennés,
gives details similar to those already supplied
us by a British naval officer, who was also
present, and which have already appeared in
these columns. His description of the
scene on board the *Varyag* after the combat
is intensely harrowing. The French officer
states:—"Followed by my men, I climbed
up the ladder of the *Varyag*; the English
and Italian warships also sent several of their
boats to aid in the work of succour to the
wounded. The scene on the deck of the
Russian cruiser is hardly possible of descrip-
tion. An iron hail seemed to have swept it,
tearing, rending, levelling everything it met.
Bleeding fragments of humanity were scat-
tered everywhere, but principally round and
about the guns, dismantled and placed out
of action by the enemy's shell-fire. The
wounded, some of them horribly mutilated,
lay writhing and groaning in their agony. To
remove them it was necessary to employ
every possible precaution to avoid increasing
their sufferings, and they were carefully
lowered into the boats of the neutral ships
with blocks and tackle. We counted in all
178 and I afterwards learnt that 36 had
been killed outright."

CRITICISMS THE CONDUCT OF THE
"VICKSBURG'S" CAPTAIN.

Commandant Sennés after describing the
manner in which the protest, against Ad-
miral Uri's projected attack on the Rus-
sian vessels in Chemulpo harbour, was
drawn up and signed by the concerted
agreement of the captains of the *Talbot*,
Elba and himself, states:—"An invitation
was addressed to the Commander of the
U. S. *Vicksburg* to join us in protesting but
we received no reply, this officer probably
judging good not to disturb himself." He
also declares that, late in the afternoon the
American Commander sent a boat to the
Varyag and asked her captain if he could
send his doctor to help in attending to the
wounded, upon which Commander Roundell
replied that his tardy offer was now use-
less, since sufficient assistance had already
reached him from the British, French and
Italian warship.

MENACING ATTITUDE OF THE JAPANESE.

The French officer concluded the inter-
view by making a somewhat extraordinary
statement to the representative of our French
contemporary, for he declares that, having,
on the 13th February, received telegraphic
orders to proceed to Saigon with the Russian
refugees, news reached him, while preparing
to leave the port, that the Japanese vessels
were clearing for action with the intention
of attacking the *Pascal*. He says:—"This
was done despite the fact that I had taken the
precaution of obtaining, from the Japanese
Government, the *sauf-conduits* which would
avoid the humiliation of being stopped by
its warships. I ignored these threats and left,
though I was in readiness for all eventual-
ities. The Japanese were longing for their
human booty—*butin d'hommes (sic)*—
and could not forgive me for having
succoured the vanquished."

"As I have already told you, the Rus-
sians conducted themselves like heroes;
they fought with a desperation that
was simple and magnificent. This cannot
be too often repeated at a time like the pre-
sent when the English Press in the Far East
is doing its best to minimise the courage-
ous conduct of the Russians at Chemulpo." Comment on the appreciations of the
gallant French officer would be more than
useless, seeing that Russia being France's
ally in Europe it is natural that the major-
ity of our neighbours should possess
Russophile tendencies, but it would have
been wise on his part to control the in-
formation supplied him concerning the pro-
jected Japanese attack on his vessel. It
would seem that there are *Tartarins* at
Chemulpo as well as at *Tarascun*. As to the
attitude of the British Press in the Far East,
with regard to the Chemulpo combat, there
is evidently a mis-statement, since, though,
as with the French, our sympathies are with
our allies, local journals have been unani-
mous in their praise of the brave fight
offered by the *Varyag* against such long odds.
Perhaps Commander Sennés has mis-direct-
ed his reproaches, and the articles re-

ferred to may have been read by him
in one of our Manila contemporaries.

The Messageries Maritimes s.s. *Australien*,
which arrived here this morning, has on
board, as passengers to Europe, part of the
cruws that brought out the Japanese warships
Nishin and *Kasuga* from Genoa.

CHINESE SYMPATHY.

A meeting of the leading members of the
Chinese Community was held, at the Tung
Wa Hospital yesterday when the following
resolutions were passed:—

"That a fund be raised amongst the Chi-
nese of this Colony in aid of the families of
the Japanese soldiers and sailors killed during
the Russo-Japanese war.
"That the fund be forwarded to the British
Minister at Tokio for transmission to the
Japanese Government."

"VARYAG'S" CREW IN SINGAPORE.

RUSSIAN REFUGEES FOR COLOMBO.

CHIEF, CONTENTED CROWD.
The London steamer *Nam Sang*, which
trades between Hongkong and Calcutta, arrived
at Singapore to-day (says the *Strait Times* of
29th ult.) having on board 267 members of the
crew of the Russian cruiser *Varyag* which was
attacked by the Japanese at Chemulpo and
destroyed. Captain Harris, who is in supreme
military command, says that if all Russian
sailors resembled those on board the *Nam*
Sang then it was a slander to say they were
otherwise than clean, contented, cheerful and
well-behaved. They bathed in great canvas
tubs on deck, were drilled in Swedish physical
exercises, and morning and evening they sang
Russian hymns.

Captain Stokes of H.M.S. *Eclipse* paid a
visit to the vessel this forenoon.

"Hail to the High and Mighty Born" cried
the Russian sailors. He spoke some encourag-
ing words to the sailors—the Russians'—
second-in-command interpreting,—and they
sang out "A hundred thousand thanks." Then
as he was leaving they manned the decks and
shouted in unison "May your Highness have
every prosperity" or words to that effect, which
greatly tickled the gallant commander of the
Eclipse.

On any subject the Russian officers were
willing to talk except about the war. "We
don't consider that we are entitled to speak
of what took place at Chemulpo," said one to
our representative. But it leaked out, as these
things frequently do, that the scene on the
Varyag when the Japanese thundered their
shot and shell on the decks of the ill-fated
vessel would have harrowed the heart of the
most callous. The decks were strewn with
limbs, pieces of shattered flesh, unrecognisable
forms which hinted at parts of the human
frame. Brains bespattered the taffrails. A
young midshipman was standing looking over
the rail when a Japanese shell struck him. All
that remained was an arm. It must have been
a ghastly sight and there is little wonder that
the Russian officers declined to recall the scene.

THE RUSSIAN VOLUNTEER FLEET.

Though designated "cruiser transports," the
vessels of the Volunteer Fleet are quite in-
capable of engaging ordinary naval craft. Four
only of them are fitted with gun mountings—
the *Orel*, *Saratof*, *Peterburg*, and *Smolensk*.
The number of gun mountings on each of these
four, all of which fall under the "cruiser trans-
port," class, are respectively in the order
named, 21, 7, 7, and 20. Even with their guns
mounted and there is no evidence to show
that they received or will receive orders to
mount their armament after passing the Dar-
danelles—they are incapable of doing much
harm save to the commerce of the enemy.

The *Vladimir* and *Kieff*, it will be remem-
bered, were named some little time ago for
despatch to the Far East with reinforcements,
but an unfortunate hitch occurred with both
vessels. What happened was as follows: The
Vladimir, on returning from the Far East to
Odessa, lost one of her screws owing to the
breaking or one of her tail shafts. She made
Odessa with one screw. After discharging she
was sent to dock at Sevastopol, and a new
screw ordered abroad, her own spare screws
having been used some time ago. While in
dock an examination of the *Vladimir's* other
propeller shaft showed that it was seriously
flawed. Another propeller shaft was thereupon
ordered by telegraph. The first propeller
which arrived some little time ago has already
been fitted, and the second will, it is hoped,
be fitted very shortly. The twin-screw transport
Kieff had the same ill-luck. In coming up the
Red Sea from the Far East she lost one of her
screws owing to the breaking of one of her
propeller shafts. The new shaft had again to
be ordered abroad at once, and it is hoped the
Kieff will be ready to leave for the Far East to
Odessa at a comparatively early date. Had the
Kieff and *Vladimir* not broken down it is
considered probable that the *Peterburg* and
Smolensk would have been left in the Black
Sea. The War Office was unwilling to denude
the Black Sea of the whole of the large, fast
transports in view of the possible contingency
of having to embark a division of men at
Odessa at short notice to meet emergencies on
the littoral of the Black Sea itself.

A RUSSIAN ACCOUNT

OF THE PORT ARTHUR BOMBARDMENT.

The *Echo de Chine* translates from the *Novi*
Krai the following account of the operations
at Port Arthur on the 8th and 9th of February.
"Towards midnight, and although war had
not yet been declared, four Japanese torpedo-
boats attacked our vessels which were on the
anchorage outside the harbour. The torpedo-
boats were received with a well-sustained fire.
Some of the numerous torpedoes launched by
the enemy struck the ironclads *Retvikan* and
Tsarevitch and the cruiser *Pallada*, damaging
them."

Notwithstanding the guns of either of
the three vessels suffered and they continued
to float. In spite of the darkness of the night
measures were taken to tow them within the
harbour.

Our losses in this attack were: Officers,
none; bluejackets, killed two; drowned five;
wounded eight.

After the attack several unexploded torpedoes
were found floating on the water.
Entering the harbour, the damaged vessels
grounded on account of the low tide. The
Tsarevitch floated off next morning and
entered the harbour.

On the morning of the 9th February the
approach of a Japanese squadron was signalled.
Everything was ready to repulse the enemy,
in case of an attack.

Our squadron was composed of the ironclads
Petrovavlovsk, flying the flag of Vice-Admiral
Stark, commanding the squadron, the *Pallava*,
the *Sevastopol*, and the *Perseiev*, flying the
flag of Rear-Admiral Prince Oukhtomsky; the
cruisers *Bayan*, *Diana*, *Askold*, *Boyarin*,
Novik, and the transport *Sungara*. All, under
full steam, were ready to engage.

Towards eight o'clock, four Japanese second-
class cruisers passed in front of the squadron,
moving from Liotishan towards the south-
east, and evidently desiring to draw our vessels
into following them.

The *Boyarin*, sent to ascertain their move-
ments, returned at 10.35 a.m. and announced
the approach of the enemy in considerable
force.

At 11.7 a.m. there appeared on the horizon
the enemy's fleet consisting of 12 units, six
first-class battleships and six first-class pro-
tected cruisers. The four vessels previously
seen followed them in line.

At 11.10 a.m. the enemy opened fire at a
distance of about four miles, with 12-inch guns.
Immediate response was made from our side.

At the beginning of the battle our ships
were all in one line, but they presently drew
up in double formation. The cruisers *Askold*
and *Boyarin* withdrew aft of the *Lutin* rocks,
the cruiser *Novik* stood off Liotishan, and the
cruiser *Bayan* was between our battleships and
the enemy.

The forts opened fire after the squadron.
During the battle, the Viceroy and his staff
took up positions on Golden Hill.

Fighting took place at a range of from 40 to
22 cables and lasted from 3.30 to 4.55 minutes.

The enemy's squadron having approached to
within about 25 cables turned when south of
Liotishan towards the south and disappeared
in the light mist which covered the horizon.

The batteries on Golden Hill and Electric
Hill were most exposed to the enemy's fire and
these places were covered with fragments of
shell. A great many shells fell in the old town,
as far as and including Quail Hill.

Among the vessels which took an active part
in the engagement, the *Novik*, the *Askold* and
the *Diana* received slight damage.
At the end of the fight a dense column of
steam and smoke was observed on one of the
Japanese boats and it is thought that this
vessel sank.

The last reports received are that six of the
enemy's ships were damaged and their losses
in killed and wounded were 150.

Our losses were:—
In the fleet: killed twenty-one sailors, wound-
ed four officers and ninety-seven sailors.

In the forts: Killed one sailor; seriously
wounded one sailor; slightly wounded three
sailors. No officers injured.

The cruiser *Pallada* took part in the battle
though aground.

The torpedo flotilla was stationed east of
the squadron ready to attack the enemy's ships
which came nearest, but as these latter ceased
to advance and finally disappeared the attack
was not made.

Although the enemy's squadron was com-
posed of the strongest units in the Japanese
fleet and all the cruisers were admirably pro-
tected, while our cruisers consisted almost
entirely of non-protected vessels, our fleet
having approached the enemy fired and
manoeuvred with great rapidity.

The *Novik* did specially valiantly and several
times attacked the Japanese flagship *Mikasa*.
Nine land batteries also took part in the
battle, chiefly those of Golden Hill and Electric
Hill. These two attacked the enemy with
mortars and 9-inch guns. The enemy's fire was
chiefly directed at these two batteries, but
thanks to their excellent construction with the
most perfect technical requirements, the batteries
ended with no loss among their defenders.

THE "RAINUN"

While many war correspondents are kicking
their heels, those of the *Haitum* despatch-boat
chartered by the *Times* is, by all accounts, en-
joying a little fun. Already, we (*M. G. D. News*)
hear, the *Haitum* has been chased by a Japan-
ese cruiser, and it is understood that strong ex-
ception is taken to the interesting part of its
equipment. This should be so is not un-
reasonable, for although the correspondents on
board might be of the discreetest and their mes-
sages of the most harmless description, the
possession of the Marconi apparatus might en-
able them, purely or otherwise, to interfere
with the wireless messages dispatched by the
Japanese Admiral.

RESUMPTION OF THE N.Y.K. SERVICE.

The first of the N.Y.K. steamers to leave
Japan for Shanghai, since the beginning of
hostilities, sailed from Yokohama on the 1st
inst. This steamer, the *Yasuda Maru*, will
call at the usual ports and is expected in
Shanghai on the 9th inst.; arrangements
are also being made by the same company for
the running of two other steamers. From this
it would appear that the Japanese have little to
fear from any Russian vessel between this port
and Japan.

SHIPPING AND MAELS.

MAILS DUE.

Indian (*Ararat*) 8th inst.
American (*Galle*) 9th inst.

A SPORTSMAN'S IMPRESSION
OF KOREA

A correspondent of *The Asian*, writing from Seoul on the 10th January last, gives the following interesting account of some of his experiences in the little known Empire of Korea:

SPORT IN KOREA

The Korean peninsula which until ten years ago had been practically closed to foreigners has never been properly explored by sportsmen. Parties have landed from ships at the port of Wonsan on the East Coast and have made successful inroads among the thousands of wildfowl to be found there. Others have landed at Fusan, Chemulpo and the other treaty ports for the purpose of shooting but few have had opportunities of journeying inland in search of the big game of the country. Missionaries have been all over it and a few travellers and prospectors. These all maintain that travelling is not a difficult matter, and that the Koreans are the easiest people in the world to get on with if treated in a friendly and conciliatory manner.

At the present time Korea is very much before the public gaze. It is the bone of contention to declare war at any moment. The ignorance about the country even among the European residents of China and Japan is something extraordinary. Few books have ever been written about it and as in the case of many other parts of the world, to really find out about it one has to go and see it for oneself.

Writing this in a comfortable hotel at Seoul after a short trip up-country in the company of a sportsman who has done more shooting in Korea than any other man, I may perhaps be permitted to throw a little light on the subject.

LONG-HAIRED TIGERS.

The so-called long-haired tigers do exist throughout Korea, though these animals are by no means plentiful. They resemble in every way the Bengal tiger, except in the length of their coats, due to the colder climate in which they live. The hair is particularly long on the crest and withers, and varies in length all over between one and three inches. Beautiful trophies they make and a fitting reward for the expense and hardship which is necessarily involved in their pursuit.

During the last three years, five tigers have been slain by foreigners, including two killed a month ago by an Englishman. He shot the male, which measured to feet, and his hunters said that the female would assuredly be heard in the neighbourhood before long calling during the night. Three nights later they heard her, marked her down and killed her too.

The skins of both tigers and leopards are the monopoly of the Government, and if any are killed they have to be forwarded at once to the capital. No reward is given, so that there is no inducement for the native hunters to kill.

In fact these animals are never molested unless they have committed some depredation in a village, by cattle killing or in some other way incurring the wrath and vengeance of the villagers. They are then trapped and shot.

The hunters generally load their guns with three large slugs, which necessitates a close approach to the animal. In the winter it is easy to track them up in the snow.

The Royal "kago" or sedan chairs are covered with tiger skins, while the high officials of state cover theirs with those of the leopards. The consequence of these Government restrictions is that there are seldom any skins in the Korean markets, the only ones ever offered for sale being those got by Japanese who may have happened to be near when the animals were shot. Numbers of skins find their way to the London market, but these come as a rule from China or Manchuria and seldom, if ever, from Korea.

The best time to go for tigers is in the late autumn and winter, when their field of operations is limited by snow, and tracking is a comparatively easy matter. It is not a thing to be lightly undertaken, however. Everything has to be carried with one, as rice and a few eggs are the only supplies obtainable.

The houses consist of low thatched hovels, door, windows and chimney. A stove is lighted under the floor which makes the house like an oven. Lice and fleas thrive in this temperature, and the people themselves spend the winter in a prime state of filth. The expenses, too, are considerable, and hunters have to be bought or hired. News about tigers is difficult to obtain and a lot of time has to be spent in waiting about in search of it. As in big game shooting all over the world the element of chance is very great, but with two months to do it in a man ought to be certain of getting at least one Korean tiger provided his powder is straight.

LEOPARD, PIG BEAR, AND DEER.

Leopards are plentiful everywhere, though shy and retiring. Every year some of these animals venture into Seoul itself, actually into the Palace grounds. They come down from the mountains which surround the town, climb the wall and enter the Palace enclosures in search of food. In such cases soldiers are generally sent to shoot them.

A small black bear is fairly plentiful throughout Korea and is easily tamed; the same animal was formerly common in Central Japan, but has now become very scarce owing to the value set on his gall by the Japanese. They use the gall as medicine for many complaints. The brown bear of Kamchatka and Yezo does not come as far south as Korea. This fine animal is doubtless a near relation of the North American grizzly, which at some period or another found its way across the Behring Straits.

Deer are found in many parts of Korea. They resemble the hog deer more than any other Indian description. Their antlers are rather longer. There is an island near Mokpo in the south of the Korean peninsula where the Government preserve the deer. Their horns, when in velvet, are considered extremely valuable for medicinal purposes, and are worth as much as £20 a pair. A permit may be obtained on payment to the Government of three or four dollars, and the deer is then sold to the Government.

the horns so large, it is a good speculation to shoot them. These deer are almost identically the same as those found in Japan. In the latter country deer, like all other game, are rapidly being exterminated. There are hunters in every village who shoot everything that lives, from bear and deer to the smallest birds.

WILD FOWL.

Pigs are common everywhere in Korea and resemble those found in India and throughout the Asiatic continent.

Though there are practically no lakes and marshes in Korea, yet wild geese and ducks are to be seen in thousands on the rivers in winter time. Grey crane and swans are common as well. None of these birds stay to breed in the peninsula, but go much farther north to Siberia. Most of the geese which are brought into the markets in large quantities are grey and bean geese, while some of the domesticated birds show unmistakable signs by their dark plumage of having been originally Brent or Barnacle. Mallards are very common and different varieties of teal. In one of the Fusan shops there was a bunch of a variety which I had never seen before. Rather larger than a common teal, with a head and crest with some yellow in it. A purple neck, green back and white underneath—a remarkably pretty bird.

The Japanese bring large quantities of wildfowl across to their own country from Korea, and the prices are generally eighty sen or 1s. 6d for a brace of geese and 1s. for a couple of mallard.

Great and lesser bustards are spread throughout the country and are just as wary as they are elsewhere. The Koreans, however, manage to outwit them and there are always plenty to be got in the market.

The ringed pheasant originally brought to England from China, is indigenous to all this part of the world and is very plentiful in Korea. As nobody is permitted to shoot outside the walls of the capital for fear of disturbing the Emperor, pheasants take refuge there in quite large numbers. Outside the precincts of the city within a radius of a day's walk there is little game to be seen, as wherever there is a Japanese colony sportsmen abound, who waste ammunition in scaring everything away. It is necessary to go a couple of days' journey away to get good sport, and even then without good dogs it is impossible to make a bag of pheasants.

In spite of the absence of *hills* snipe are to be found in the spring and autumn. Just as in China they fight through Korea on their way to and from their breeding haunts in the north, to spend the winter in the warm climates of the south. They do not breed in Korea as is often supposed.

Little is known about the bird life of this part of the world, but there is probably a large field open to adventurous ornithologists. The birds which are most conspicuous everywhere are the common English magpies. As in China, they are to be seen near every village, and their huge nests built on the tops of the bare trees are a common feature of the landscape in the winter.

In Seoul they literally swarm, even in the most crowded portions of the town. They build on every available tree along the main thoroughfares and barely condescend to hop out of one's way when walking along.

ITS PEOPLE AND THEIR CHARACTERISTICS.

Korea is a wild mountainous country fairly thickly populated. There are no large forests, only a few scattered remnants of what may have been heavily timbered lands ages ago. Roads there are practically none, even yehing is canted on the backs of oxen, ponies and men. Travellers can either ride on ponies or in sedan chairs. The people have no inherent dislike to foreigners and are kind and hospitable, placing the best they have at one's disposal. In appearance they are fine, upstanding looking men, but totally undeveloped mentally, and absolutely ignorant of the outside world. They always dress in white, winter and summer alike, the reason being that as they were ordered so often to wear white as mourning, they found it cheaper to take to it altogether. They wear a curious sort of black gauze top hat perched on the top of their heads, and fixed to a tight band which is keyed up firmly round the brow.

The hat is not ornamented nor serviceable, but is intended merely as a protection for the top knot, the badge of manhood in Korea.

A street scene in one of the larger towns looks as if the white-robed inhabitants of an Indian bazaar had suddenly been transplanted to one of the coldest climates in the world. This is about the "finish" of Korea as an independent nation. Her government and institutions are so effete and rotten that she cannot possibly continue for long in her present state of decay, but must be absorbed into one of the great Empires between which she is enclosed.

For Sale.

FOR SALE.

INCANDESCENT
Gasoline Lamps of all descriptions from the best makers.

Incandescent Mantles, Chimneys, Globes, Shades, &c., for Gasoline and Gas Lamps at the most moderate prices.

Lamps fixed up for Buyers free of charge.

TAI KWONG CO.
50, Lyndhurst Terrace.
Hongkong, 17th November, 1904. [13]

Auctions.

PUBLIC AUCTION.
THE Undersigned have received instructions to Sell by PUBLIC AUCTION, TO-MORROW, (TUESDAY) AND WEDNESDAY, the 8th and 9th March, 1904, at 10 A.M., at H.M. NAVAL YARD, SUNDRY NAVAL AND VICTUALLING OBSOLETE AND CONDEMNED STORES, Comprising:—
BOATS ENGINES, OLD BRASS, COPPER, IRON, PAPER STUFF, CANVAS, FURNITURE, IMPLEMENTS, &c.
Catalogues will be issued.
TERMS OF SALE:—As customary.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 7th March, 1904. [327]

PUBLIC AUCTION.
THE Undersigned have received instructions from R. T. WRIGHT, Esq., to Sell by PUBLIC AUCTION, on THURSDAY, the 10th March, 1904, at 2.30 P.M., within his residence No. 10, Macdonnell Road, THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE, Comprising:—
MOROCCO AND TAPESTRY COVERED SOFAS AND CHAIRS, TEAKWOOD EXTENSION DINING TABLE AND CHAIRS, DINNER WAGGONS, TEAKWOOD SIDEBOARD WITH REVELLED GLASS, DOUBLE BRASS MOUNTED IRON BEDSTRAID WITH WIRE AND HAIR MATTRESSES, MARBLE TOP WASHSTANDS, TEAKWOOD DRESSING TABLE WITH BEVELLED GLASS, WARDROBES, GLASS AND CROCKERY WARE, COOKING STOVE AND UTENSILS, &c., &c., &c.
A large number of PALMS and FLOWERS in Pots.
Catalogues will be issued.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 3rd March, 1904. [328]

Entimations.
THE WINDSOR GARDEN AND RESTAURANT is now under European management.
THE attendance will be found satisfactory.
MEALS AT ALL HOURS.
PRIVATE PARTIES' DINNERS, PICNICS, &c., &c., &c., can be arranged for through the Managers.
The Scenery and View from the Garden are the finest in Hongkong.
CARRIAGES on hire at moderate price.
WONG-NEI-CHONG ROAD, (HAPPY VALLEY), Past the Race-Course.
JACOBS & HUBER,
Proprietors.
Hongkong, 5th March, 1904. [336]

THE ROBINSON PIANO CO. LTD.
HONGKONG, SHANGHAI, SINGAPORE.

CABIN PIANOS AND BABY ORGANS
GUARANTEED FOR CLIMATE.
THE NEWEST RAG TIME MUSIC and BOOKS.

VICTOR TALKING MACHINES
ABSOLUTE REPRODUCTION OF THE HUMAN VOICE.
SHIPS PIANO PLAYERS \$450
CASH OR CREDIT
Hongkong, 6th January, 1904. [139]

Entimations.
IMPERIAL MARITIME CUSTOMS NOTIFICATION.
NOTICE IS HEREBY GIVEN that Kongmoon having been declared a Treaty Port, an Office of the Imperial Maritime Customs will be opened there on MONDAY, 7th March, 1904. Shipment and discharge of Goods and Passengers will be allowed under the provisional rules for trade on the West River separately notified. The provisional steamer anchorage will be in the West River opposite the I.M. Customs near the mouth of the Kongmoon Creek.
F. W. MAZE,
Acting Commissioner of Customs.
Custom House, Kongmoon, 1st March, 1904. [323]

Entimations.
NOTICE IS HEREBY GIVEN that Kongmoon having been declared a Treaty Port, and the Provisional Regulations of Trade on the West River of 1897 being under revision, the following provisional rules will govern steamer traffic on the West River until further notice:—
The 1897 Regulations remain in force where not affected by the provisional rules now published.
Shipment and discharge of goods and passengers will be allowed, in addition to Treaty Ports, at the following six Stages or Ports of Call:—
Kumchuk, Paktauahau, Shiuhing, Lotinghau, Takhing and Dosing, and steamers may land and ship passengers and their luggage at any of the following ten regular passenger stations:—
Yungki (in Tailing Channel), Mahning (in Junction Channel), Kaukung, Kulow, Wingon, Howlik, Lukpu, Yuetting, Lukto, and Fungchuen (in West River).
Passengers' luggage must not contain articles subject to duty, and the presence of dutiable articles will render the whole liable to confiscation.
Steamers are divided into two classes:—
1. Local River Steamers running from Canton or Kongmoon to ports up river without leaving Liang Kwang waters.
2. Foreign-going Steamers from and to Hongkong, Macao, etc., trading for the voyage up and down river.
LOCAL RIVER STEAMERS will deposit their registers with the Consul or (if Consularly unrepresented) with the Customs at Canton or Kongmoon, where the Customs, in addition to inspection of the issue of the Arms Certificate, will issue a Certificate to the steamer to be called the RIVER PASS valid for the year during which issued, on expiry of which it must be either surrendered or renewed at Canton or Kongmoon.
FOREIGN-GOING STEAMERS will enter the West River either via Kongmoon or via Canton. If entering via Kongmoon they will take the Motomoon (Broadway) route and report at the Mongchao (Lappa Customs) Station, to comply with the requirements of previous regulations including issue or inspection of Arms Certificate, and take out the KONGMOON PASS. They will then proceed direct to Kongmoon where, if bound further up the West River, they will surrender the said Pass to the K-moon Customs, and deposit their Registers with their Consul or (if Consularly unrepresented) with the Customs, and receive a Certificate to be called the SPECIAL RIVER PASS, without which they may not trade at any Treaty Port, Port of Call or Passenger Station. On return to Kongmoon and when all dues and duties are paid or accounted for, the Customs, on surrender of the Special River Pass, will issue a Clearance which will entitle Steamers to the return of register and KONGMOON PASS, which latter is to be surrendered at Mongchao on the way out for cancellation. If entering via Canton, steamers will deposit their registers with Consul or Customs in order to obtain the SPECIAL RIVER PASS, the surrender of which on return to Canton will entitle them to Customs Clearance and possession of register.
Steamers trading at the West River Treaty Ports must enter and clear and load and discharge cargo in the same manner as at other Treaty Ports along the Coast, and in accordance with the Customs Regulations of the River Ports concerned.
DUTY TREATMENT.
Cargo arriving from a Foreign Port (a) for a Treaty Port pays Import Duty at Port of discharge, (b) for a Port of Call is to be reported at first Treaty Port, Kongmoon or Canton, and pay Import Duty there.
Native Goods imported at a Treaty Port from a Port of Call without passing another Treaty Port en route pay Full Import Duty at Port of Discharge: exported from a Treaty Port to a Port of Call without passing another Treaty Port en route pay Export Duty at Port of Shipment. If passing a Treaty Port en route Native Goods imported or exported as above pay Full and Half Duty on discharge or shipment. Native Goods from a Port of Call to a Port of Call passing a Treaty Port en route must be reported and pay Full Import Duty at said Treaty Port.
Cargo shipped at a Port of Call for a Foreign Port pays Export Duty at Kongmoon or Canton. Foreign-going steamers when applying for Customs Clearance at Kongmoon or Canton are required to present a Manifest of all cargo on board, and either pay Duty or exhibit proof of duty paid elsewhere.
The above Rules take effect from 7th March, 1904.
R. DE LUCA,
Acting Commissioner of Customs.
Custom House, Canton, 1st March, 1904. [324]

THE TRYPOGRAPH Duplicator (ZUCCATTO'S PATENT).
NEW MODEL with IMPROVED SLATE RED PRINTING SURFACE.
5,000 Copies direct from original in BLACK or any other Colours.
Largely used in H.M. Government Offices.
WILL STAND ANY CLIMATE.
ORIGINAL, BEST, CHEAPEST, AND MOST RELIABLE COPYING APPARATUS.
For full particulars, Price Lists, Samples of Rubber Stamps, &c., &c.
Apply to:
JACK E. ELLIS,
17A, Queen's Road Central, 1st Floor.
Sole Agent for E. M. RICHFORD in China.
Hongkong, 27th February, 1904. [254]

TUBORG BEER.
A FIRST-CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other chemicals.
Price 10s. per case of 48 bottles (quarts) or 60s. per ton.
Special Prices for Quantities.
Sole Agents:
SIEMSEN & CO.
Hongkong, 10th January, 1903. [154]

Entimations.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.
NOTICE.
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO PORTS OF BRAZIL AND RIVER PLATE.
ON TUESDAY, the 8th March, 1904, at 1 P.M., the Company's Steamship "AUSTRALIE," Captain R. GINGUES, with Mails, Passengers, Specie and Cargo will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSITMENT.
This Steamer connects at COLOMBO with the Australian Line S.S. *Ville de la Ciotat* bound for MARSEILLES via BOMBAY and ADEN.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till NOON only on MONDAY, the 7th March, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.
Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.
For further Particulars, apply at the Company's Office.
G. DE CHAMPEAUX,
Agent.
Hongkong, 26th February, 1904. [19]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)
THE Steamship
"COROMANDEL,"
Captain G. M. Montford, R.N.R., carrying H.M. Majesty's Mails, will be despatched from this Port for BOMBAY, on SATURDAY, the 12th March, at Noon, taking Passengers and Cargo for the above Ports.
Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.
Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 7th March, 1904. [14]

NORTHERN PACIFIC STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.
PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.
Steamers, Tons, Captains, 1904
Victoria* 3,502 J. Truebridge Mar. 16
Tremont 9,606 T. W. Garlick Mar. 25
Olympia* 2,837 A. Dixon April 27
Lyral 4,417 G. V. Williams May 4
Tacoma* 2,812 M. Ridley May 13
Shawmut 9,606 W. M. Smith May 21

↑ Cargo only.
Steamers marked (*) have no second-class passenger accommodation.
The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.
Special rates allowed to members of Government Services.
Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.
For further Information as to Freight or Passage, apply to
DODWELL & CO., LIMITED,
General Agents.
Hongkong, 27th February, 1904. [12]

Entimations.
THE AMERICAN SYSTEM OF DENTISTRY.
DR. M. H. CHAUN,
27, DES VOUX ROAD CENTRAL, HONGKONG, From the University of Pennsylvania, U.S.A.
Hongkong, 2nd January, 1904. [158]

DENTISTRY.
SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST.
No. 26, Connaught Road Central.
Hongkong, 9th February, 1904. [57]

TSU FAN DENTIST.
PRICE MODERATE—CONSULTATION FREE.
Next to the Hongkong Dispensary, 50, Queen's Road, Central.
Hongkong, 3th January, 1904. [151]

Insurance.
NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.
THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.
SIEMSEN & Co.
Hongkong, 28th May, 1904. [52]

Consignees.
PACIFIC MAIL STEAMSHIP COMPANY.
NOTICE.
CONSIGNEES of CARGO per Steamship
"KOREA,"
are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godown No. 50, Kennedy Road, Praya, and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.
Goods remaining unclaimed after the 12th instant will be subject to rent.
All Claims must be sent in to me on or before the 15th instant or they will not be recognised.
No Fire Insurance has been effected.
E. W. TILDEN,
Agent.
Hongkong, 5th March, 1904. [1]

THE H.A.L. Steamship
"BRISGAVIA,"
Captain Schülke, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.
Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.
Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.
No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 12th instant will be subject to rent.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 12th instant at 3 P.M.
No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE, Hongkong Office.
Hongkong, 5th March, 1904. [340]

NORTHERN PACIFIC STEAMSHIP COMPANY.
NOTICE TO CONSIGNEES.
STEAMSHIP "VICTORIA,"
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance will be effected by us in any case whatever.
DODWELL & CO., LIMITED, Agents.
Hongkong, 4th March, 1904. [12]

BOSTON STEAMSHIP COMPANY.
NOTICE TO CONSIGNEES.
STEAMSHIP "TREMONT,"
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance will be effected by us in any case whatever.
DODWELL & CO., LIMITED, Agents.
Hongkong, 4th March, 1904. [12]

NORDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.
NOTICE TO CONSIGNEES.
THE Steamship
"PREUSSEN,"
of the NORDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby notified that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M. TO-DAY.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 9th instant will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 9th instant, at 9.30 A.M.
All Claims must reach us before the 14th instant, or they will not be recognised.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.
NORDEUTSCHER LLOYD, MELCHERS & CO., Agents.
Hongkong, 3rd March, 1904. [13]

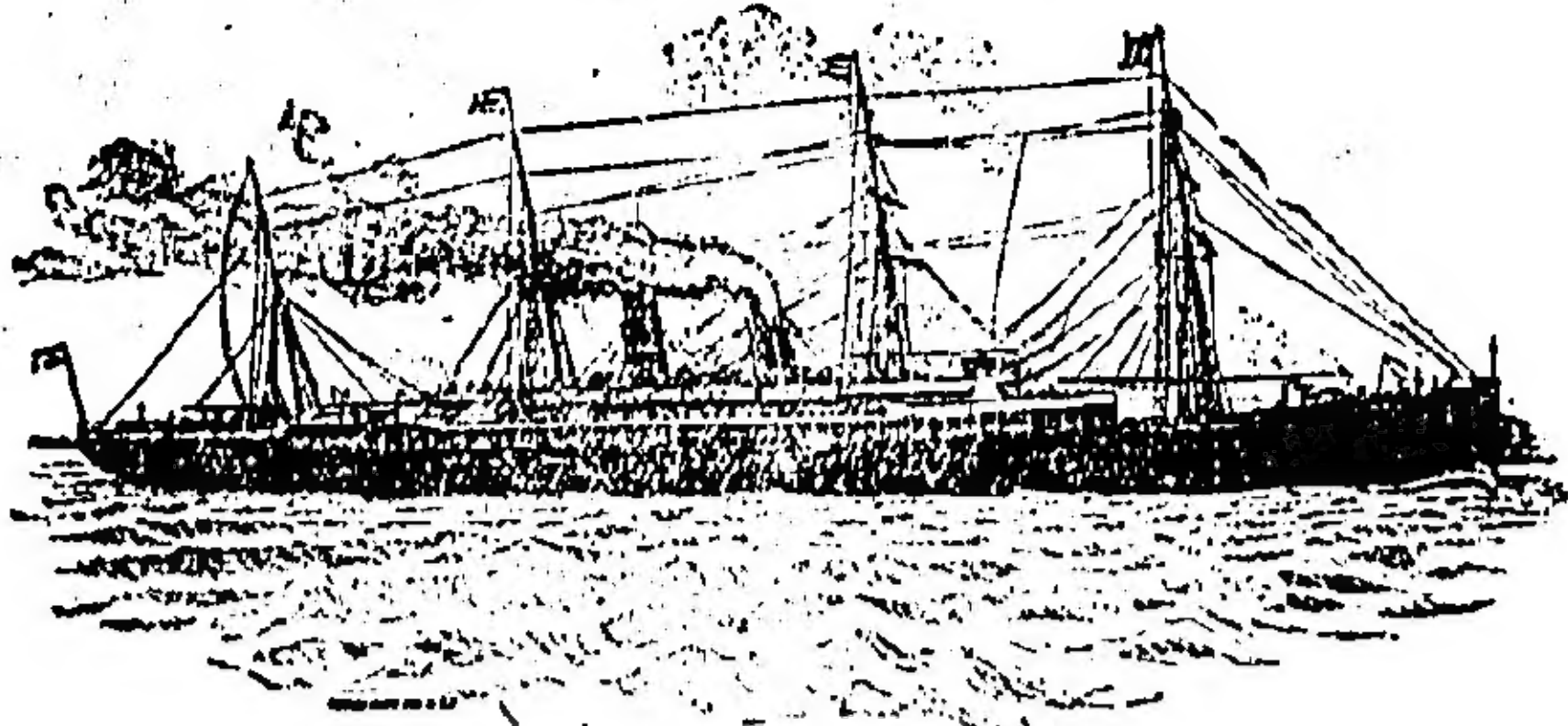
INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FROM CALCUTTA, PENANG AND SINGAPORE.
THE Company's Steamship
"LAISANG,"
having arrived from the above Ports, Consignees of Cargo by her are hereby notified that their Goods will be delivered from alongside.
Cargo impeding the discharge or remaining on board after THURSDAY, the 3rd instant, at 4 P.M., will be landed at Consignees' risk and expense into Godowns at East Point.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & CO., General Managers.
Hongkong, 28th March, 1904. [114]

Insurance.
NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.
THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.
SIEMSEN & Co.
Hongkong, 28th May, 1904. [52]

Consignees.
PACIFIC MAIL STEAMSHIP COMPANY.
NOTICE.
CONSIGNEES of CARGO per Steamship
"KOREA,"
are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godown No. 50, Kennedy Road, Praya, and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.
Goods remaining unclaimed after the 12th instant will be subject to rent.
All Claims must be sent in to me on or before the 15th instant or they will not be recognised.
No Fire Insurance has been effected.
E. W. TILDEN,
Agent.
Hongkong, 5th March, 1904. [1]

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"KOREA"	11,276 Gross Tons.	THURSDAY, 10th March, at Noon.
"GAELIC"	4,205 "	SATURDAY, 19th March, at Noon.
"CHINA"	5,060 "	TUESDAY, 5th April, at Noon.
"DORIC"	4,784 "	THURSDAY, 14th April, at Noon.
"SIBERIA"	11,284 "	SATURDAY, 30th April, at Noon.
"OPTIC"	4,352 "	SATURDAY, 7th May, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Company's Steamship "KOREA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 10th March, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point on route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

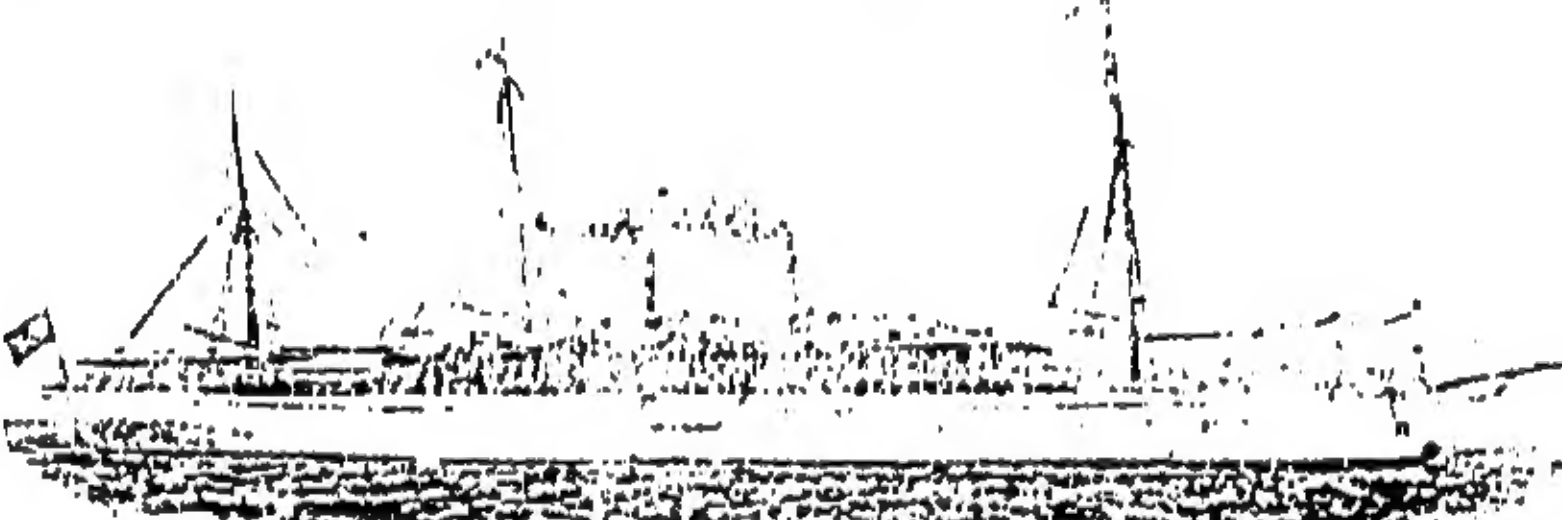
FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific. Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 24th February, 1904.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 10 Knots.	
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).	
R.M.S. "EMPRESS OF JAPAN" 6,000 Tons.	WEDNESDAY, 9th March.
"EMPRESS OF CHINA" 6,000 "	WEDNESDAY, 23rd March.
"ATHENIAN" 3,882 "	WEDNESDAY, 6th April.
"EMPRESS OF INDIA" 6,000 "	WEDNESDAY, 20th April.
"TARTAR" 4,415 "	WEDNESDAY, 4th May.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62. Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40. £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,
9, Pedder's Street.

Hongkong, 24th February, 1904.

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
BAMBERG	HAYRE and HAMBURG.	22nd March.	Freight.
Milford	(Calling at SINGAPORE and PENANG).		
SAMBIA	HAYRE and HAMBURG.	23rd March.	Freight.
Lining	(Calling at SINGAPORE and PENANG).		
ABESSINIA	HAYRE and HAMBURG.	5th April.	Freight.
Filler	(Calling at SINGAPORE and COLOMBO).		
SUEVIA	HAYRE and HAMBURG.	19th April.	Freight.
Borck	(Calling at SINGAPORE and PENANG).		
ARTEMISIA	HAYRE and HAMBURG.	3rd May.	Freight.
Gronmeyer	(Calling at SINGAPORE and COLOMBO).		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 3rd March, 1904.

GO TO THE
KOWLOON HOTEL,
KOWLOON. J. W. OSBORNE,
Proprietor and Manager.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons.	Captain H. D. Jones.
"PO WAN"	2,338 "	G. F. Morrison, R.N.R.
"FATSHAN"	2,260 "	A. W. Dixon.
"HANKOW"	3,073 "	C. V. Lloyd.
"KINSHAN"	2,860 "	J. J. Lussius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. and 9 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M., 4.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HEUNG SHAN"	1,998 tons.	Captain W. E. Clarke.
-------------------	-------------	-----------------------

Departures from Hongkong to Macao on week days at 2 P.M. and on Sundays at 12.30 P.M. Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	2,19 tons.	Captain T. Hamlin.
-----------------	------------	--------------------

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	588 tons.	Captain B. Branch.
"NANNING"	562 "	C. Butchart.
"FAK HING"	618 "	R. D. Thomas.

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 25th January, 1904.

JAVA-CHINA-JAPAN LINE.

HEAD AGENT: R. BISSCHOP,
3, DUNDRELL STREET,
HONGKONG.

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIFANAS	JAVATIA & MACASSAR	Second half of March	JAPAN	Second half of March
TJILATJAP	JAPAN	First half of March	S'PORE & JAVA PORTS	First half of March
TJIMAH	JAPAN	First half of April	S'PORE & JAVA PORTS	First half of April

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE AGENTS,
THE HOLLAND-CHINA TRADING CO.

Telephone No. 201.
Hongkong, 29th February, 1904.

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL
ATTENTION.

FULL LINE OF SUPPLIES
ALWAYS IN STOCK.

ORIENTAL
COSTUMES AND
FANCY DRAPERIES

FURNISHED.

WORK GUARANTEED TO BE
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

40] PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

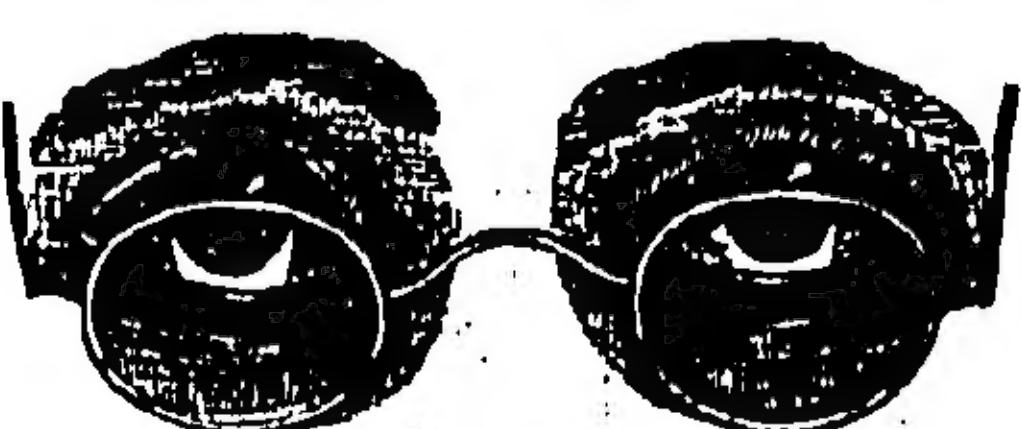
A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.
Large and Lofly Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.
Luncheon Service for Guests.

For Terms, apply to

Hongkong, 1st November, 1902.

THE MANAGER.

EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1903.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 80.5 ft.; bottom 45.9
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[G]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

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NAVY CONTRACTS 1904-5.

SEALED TENDERS, in duplicate, will
be received by the VICTUALLING
STORE OFFICER, H. M. Victualling Yard,
until Noon on MONDAY, the 14th March, for
the undermentioned articles:—
FRESH BEEF.
FRESH VEGETABLES.
FRESH POTATOES.
RICE.
SUGAR.

Form of Tender and further particulars are
to be obtained at the Office of the VICTUALLING
STORE OFFICER.

Samples of Sugar and Rice to accompany
Tenders.
The right to reject the lowest or any Tender
is reserved.

H. S. VAUGHAN,
Victualling Store Officer.
H. M. Victualling Yard,
Hongkong, 4th March, 1904.

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HONGKONG FIRE INSURANCE
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of \$22.50 per Share for
the year ending 31st December, 1902,
declared at to-day's Ordinary Annual Meeting,
will be payable at the Premises of the HONG-
KONG AND SHANGHAI BANKING CORPORATION
on and after MONDAY, the 7th instant, and
Hongkong Shareholders are requested to apply
for DIVIDEND WARRANTS at the Com-
pany's Offices, Pedder's Street.

JARDINE, MATHESON & CO.,
General Managers,
Hongkong Fire Insurance Co., Ltd.
Hongkong, 5th March, 1904.

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HUMPHREYS ESTATE AND FINANCE
COMPANY, LIMITED.

SHAREHOLDERS are hereby notified that,
on and after this Date, they can obtain
SCRIP CERTIFICATES FOR SHARES OF THE
NEW ISSUE IN EXCHANGE FOR HONG-
KONG AND SHANGHAI BANK RECEIPTS or
Application at the REGISTERED OFFICES of
the Company, Nos. 38 and 40, Queen's Road
Central.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 15th February, 1904.

[357]

WANTED.

A SECRETARY for THE MERCANTILE
MARINE OFFICERS ASSOCIATION. Salary
\$180 per Month, Free House, Light Coal and
Medical Attendance.
Applications to be Addressed
PRESIDENT, MERCANTILE MARINE
OFFICERS ASSOCIATION.
Shanghai, 1st March, 1904.

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WANTED.

POSITION as NURSE or TRAVELLING
COMPANION to Lady or Children.
Return Passage required, if Travelling.
Apply to—
No. 267,
C/o The H.K. Telegraph Office.
Hongkong, 18th February, 1904.

[367]

WANTED.

GOOD CLERK Wanted, European or
other.
Apply to—
ROBINSON PIANO CO., LD.
Hongkong, 10th February, 1904.

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WANTED.

SITUATION by a YOUNG EUROPEAN
with Bank Experience and a Good
Knowledge of English, French and Spanish
Languages.
Apply to—
"X.Y.Z."—
C/o This Paper.

Hongkong, 1st February, 1904.

[300]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.
In Casks of 35 lbs. net \$4.75 ex Factory.
In Bags of 50 lbs. net \$2.85 ex Factory.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 11th August, 1903.

GEO. FENWICK & CO., LIMITED.

THE FIFTEENTH ORDINARY GEN-
ERAL MEETING of SHARE-
HOLDERS will be held in the HONGKONG
HOTEL, on WEDNESDAY, the 9th March,
at Noon, for the purpose of receiving the
Report of the Directors, declaring a Dividend,
and electing Director and Auditor.

The TRANSFER BOOKS of the Company
will be CLOSED from the 7th until 10th
March, both days inclusive.

By Order of the Board of Directors,
W. G. WINTERBURN,
General Manager.

Hongkong, 1st March, 1904.

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HONGKONG AND KOWLOON WHARF
AND GODOWN COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTEENTH ORDINARY
ANNUAL MEETING of SHARE-
HOLDERS in the above Company will be
held at the COMPANY'S OFFICE, No. 2, Con-
naught Road, at 12.15 P.M., on THURSDAY,
the 10th MARCH, for the purpose of receiving
the Report of the Directors, with a Statement
of Accounts to the 31st December, 1903.

The TRANSFER BOOKS of the Company
will be CLOSED from the 1st to the 10th
MARCH, both days inclusive.

R. J. MACGOWAN,
Acting Secretary.
Hongkong, 25th February, 1904.

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THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.

THE TWENTY-FIRST ORDINARY
GENERAL MEETING of SHARE-
HOLDERS in the above Company will be
held at the Company's Office, No. 14, Des
Voeux Road, Victoria, on SATURDAY, the
19th March, 1904, at 11 A.M., for the purpose
of receiving a Statement of Accounts and the
Report of the General Managers for the year
ending 31st December, 1903.

The TRANSFER BOOKS of the Company
will be CLOSED on Wednesday, the 16th
March, to Saturday, the 19th March, both days
inclusive.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 5th March, 1904.

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THE CHINA BORNEO COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIRST ORDINARY YEARLY
MEETING of SHAREHOLDERS of
the above Company will be held at the Office
of the Company, No. 4, Queen's Buildings, on
SATURDAY, the 19th March, 1904, at 12
o'clock Noon, for the purpose of receiving the
Report and Statement of Accounts to the
31st December, 1903, and the Report of the
General Manager and Consulting Com-
mittee and to elect a Consulting Committee
and Auditor.

The TRANSFER BOOKS of the Company
will be CLOSED from the 5th to the 19th
of March, both days inclusive.

J. WHEELEY,
General Manager.
Hongkong, 3rd March, 1904.

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LUZON SUGAR REFINING COMPANY,
LIMITED.

THE TWENTY-SECOND ORDINARY
ANNUAL MEETING of the SHARE-
HOLDERS of the Company will be held at
the Offices of the General Agents, Pedder's
Street, on THURSDAY, the 24th March, at
12.30 P.M., for the purpose of receiving the
Report and Statement of Accounts to 31st
December, 1903.

The TRANSFER BOOKS of the Company
will be CLOSED from 11th to 24th March, both
days inclusive.

JARDINE, MATHESON & CO.,
General Agents.
Hongkong, 5th March, 1904.

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NOTICE.

THE Public are hereby informed that, on
change has been made in the Rates of
Subscription to the "Hongkong Telegraph," and
they are warned against paying lower rates
than those (10 cts.) per Single Copy, or
\$1.00 per Annum, as published in the
"Hongkong Telegraph," dated 1st March, 1904.

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4488.

日一十月正年十三緒光

MONDAY, MARCH 7, 1904.

一拜禮

號七月三英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,210,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN. NEWCHANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARIS BANK, LD.
THE UNION OF LONDON AND
SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI,
Manager.

Hongkong, 11th September, 1903. [21]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$16,500,000
Sterling Reserve \$10,000,000
Silver Reserve \$6,500,000
RESERVE LIABILITY OF PROPRIETORS, \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
Hon. C. W. DICKSON, Esq., N. A. Siebs, Esq.
E. Goetz, Esq., H. W. Slade, Esq.
A. Haupt, Esq., C. A. Tomes, Esq.
H. Schubert, Esq., E. S. Wheeler, Esq.
E. Shellim, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent
per Annum on the Daily Balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent per Annum.
For 6 months, 3 1/2 per cent per Annum.
For 12 months, 4 1/2 per cent per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 20th February, 1904. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per cent per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [23]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Paid up Capital £324,374

HEAD OFFICE—HONGKONG.

Board of Directors:
Chan Kai Shun, Esq., J. Focks, Esq.
Creasy Ewens, Esq., G. C. Moxon, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %
Hongkong, 4th February, 1904. [24]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Tails 5,000,000
HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin. Hankow.
Tientsin. Tsingtau (Kiautschau).

LONDON BANKERS:
Messrs. N. M. ROTHCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.
H. FIGGE,
Manager.

Hongkong, 1st September, 1903. [25]

TO LET.

No. 1, RIFON TERRACE IN FLATS.
No. 4, RIFON TERRACE.
No. 15, WONG NEI CHONG ROAD, facing
Race Course.

FLATS in MORETON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).
GODOWN No. 3A, BLUE BUILDINGS.
GODOWNS: PRAYA EAST.
No. 10, MACDONNELL ROAD.

Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 1st February, 1904. [65]

TO LET.

No. 71, WYNDHAM STREET.
CHEAPEST HOUSES IN THE COLONY.

MORRISON HILL GAP ROAD, Nice
Houses, 4 Rooms, Bath Rooms, Out-
houses and Verandahs. Only \$40 inclusive
of Taxes.

WILD DELL BUILDINGS, No. 147,
WANCHAI ROAD. Comfortable and Airy
Flats of 2 or 3 Rooms, from \$25 inclusive of Taxes.
And others to suit various requirements.
S. A. SETH,
Land and Estate Broker,
Dairy Farm Co., Ltd.
Hongkong, 26th February, 1904. [49]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903. [36]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
YOKOHAMA VIA SHANGHAI, MOJI and KOBE. (Passing through the Inland Sea).	MALACCA A. F. Street.	About 8th March	Freight and Passage.
LONDON, &c.	BALLARAT C. R. Longden, R.N.R.	Noon, 12th March	See Special Advertisement.
SHANGHAI.	SIMLA F. R. Summers.	About 12th March	Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES.	BORNEO G. W. Gordon, R.N.R.	About 17th March	Freight only.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
Also
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
ROON	WEDNESDAY, 16th March.
PREUSSEN	WEDNESDAY, 30th March.
HAMBURG	WEDNESDAY, 13th April.
PRINZ HEINRICH	WEDNESDAY, 27th April.
OLDENBURG	WEDNESDAY, 11th May.
BAVARN	WEDNESDAY, 25th May.
SACHSEN	WEDNESDAY, 8th June.
ZEYDELITZ	WEDNESDAY, 22nd June.
PRINZ REGENT LUITPOLD	WEDNESDAY, 6th July.

* Steamer of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 16th day of March, 1904, at Noon, the Steamship "ROON," of the NORDDEUTSCHER LLOYD, Captain G. Meiners, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA. Shipping Orders will be granted till NOON, on MONDAY, the 14th instant, Cargo and Specie will be received on Board until 4 P.M., on TUESDAY, the 15th March, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 15th March. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 5th March, 1904 [3]

Intimations.

LANE, CRAWFORD & CO.

THE FAVOURITE BRAND FOR TWENTY YEARS.

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LANE, CRAWFORD & CO.

Hongkong, 2nd January, 1904. [38]

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NOTICE

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WM. FARMER,
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Intimations.

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Hongkong, 23rd July, 1903. [41]

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Hongkong, 5th March, 1904. [42]

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